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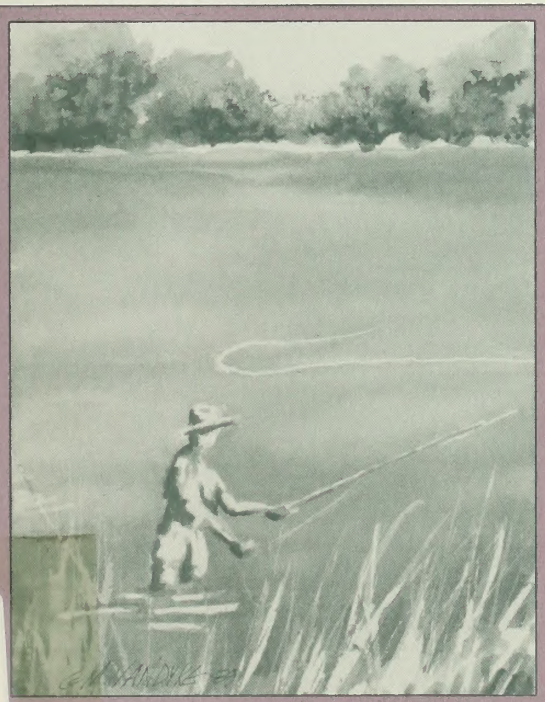
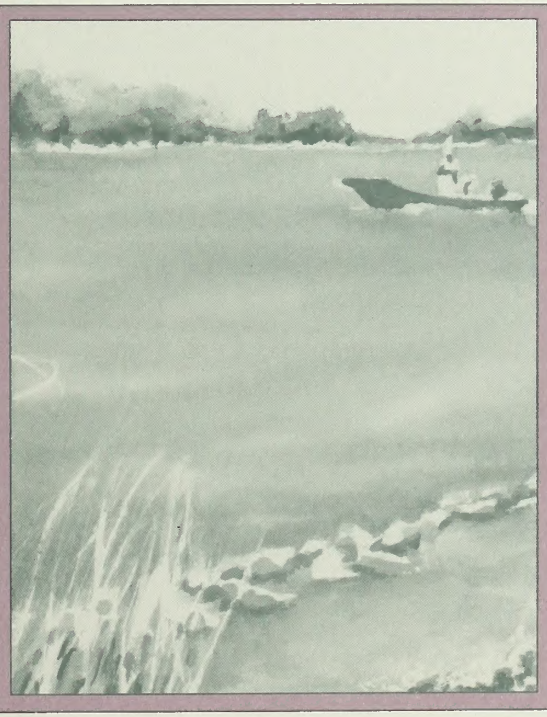
January 1993

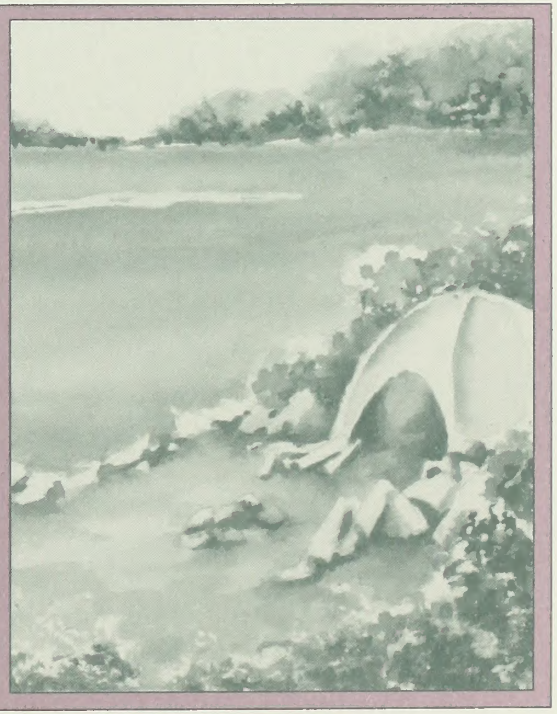
Lower Deschutes River Management Plan and Environmental Impact Statement - Volume 1

A Joint River Management Plan Developed By:

- Bureau of Land Management
- Bureau of Indian Affairs
- Confederated Tribes of The Warm Springs Reservation
- Oregon State Parks & Recreation Department
- Oregon Department of Fish & Wildlife
- Oregon State Marine Board
- Oregon State Police
- Deschutes River Management Committee
- Wasco, Sherman and Jefferson Counties
- City of Maupin







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Dear Friend of the Deschutes River

The various agencies having management responsibilities within the lower 100 miles of the Deschutes River Canyon, along with the Deschutes River Management Committee, have completed a comprehensive plan which will guide the management of this area for the next several years. The development of this plan is required by the Oregon Legislature in HB 3019 and SB 202. This plan also satisfies requirements of the U.S. Congress as a result of their designation of the lower 100 miles of the Deschutes River as a component of the National Wild and Scenic Rivers system in 1988. The Warm Springs Wild and Scenic Rivers Act adopted as Tribal Ordinance No. 73 on March 19, 1992 also recognizes and adopts this plan.

The first phase of planning began in 1988 and was completed during 1990 with identification of problems, management opportunities and public concerns (issues) and development of various solutions (alternatives) for resolving issues. Proposed administrative boundaries required by the Omnibus Oregon Wild and Scenic Rivers Act were released for public review in October 1989. Minor modifications to the preliminary boundary were made as a result of public comment. In the second phase, a draft management plan and environmental impact statement (EIS) were written. The draft management plan and EIS considered various alternative solutions to the identified issues, analyzed the consequences of each of five alternatives, one of which was the preferred alternative. This document was released in June 1991 for a 120-day public comment period. A series of ten public hearings were held throughout the state during the comment period.

A supplement to the draft management plan and EIS to consider acquisition of public access upstream from the Deschutes Club locked gate was released for public review in June 1992. A 60-day public comment period and two public hearings were held to obtain public reaction.

The results of comments on the draft management plan as well as the supplement to the draft management plan and environmental impact statement plus the proposed decisions for the lower 100 miles of the Deschutes River are contained in Volume I and II of this document. The reader is encouraged to focus attention on Chapter IV-Plan Implementation which describes how the proposed plan would be implemented. Note the distinctions between agencies due to different procedures for implementing decisions. You should also review the separate BLM Record of Decision to be sent to you in the near future. It describes that agency's actions which could be implemented within 30 days of publication of that document.

We thank you for your interest and participation in this planning effort.

Bureau of Land Management _____

Bureau of Indian Affairs _____

Confederated Tribes of the Warm Springs Reservation _____

Oregon State Parks & Recreation Department Robert L Meinen

Oregon Department of Fish & Wildlife Stephen L. Lewis

Oregon State Marine Board Paul Doerfffner

Oregon State Police _____

Wasco County _____

Sherman County Mike W. McArthur

Jefferson County DONAL

City of Maupin Sherry Holliday

Deschutes River Management Committee

Private Landowner Representative & Committee Chair Ron McDermid

Noncommercial Boater Representative Pansy Nofziger

Outfitter Representative Pete Carlson

Landbased User Representative _____

Elected Official _____

Sportfishing Representative _____

Confederated Tribes of the Warm Springs Reservation Representative Louie Pitty

Legislative Liaison _____

Public at Large Bruce E. Lovin

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I. Introduction

A. Background and Description of the Planning Area

The Planning Area

In 1970, the lower 100 miles of the Deschutes River were designated by voter initiative as a component of the Oregon State Scenic Waterways System. By law, the boundary for this State Scenic Waterway is 1/4 mile from the bank on each side of the river. In October 1988, this same 100-mile segment from the Pelton Reregulating Dam to its confluence with the Columbia River was designated by the U.S. Congress as a National Wild and Scenic River and classified as a recreational river area. The National Wild and Scenic River boundary has a variable boundary which averages approximately 1/4-mile on either side of the river, unlike the uniform 1/4-mile boundary in the State Scenic Waterway. The National Wild and Scenic River boundary has been developed with public input to include and protect or enhance the outstandingly remarkable values that caused the river to be designated. Appendix A shows and describes the legal description of the National Wild and Scenic River boundary. The objective of the irregular boundary is to include as many of the areas as possible that contain or directly support the identified outstandingly remarkable values associated with the river as described in this document. This was done within acreage constraints imposed by the National Wild and Scenic Rivers Act (average of no more than 320 acres per rivermile).

River Segments

The river has been divided into four segments based on geographical features, public road access and recreational use patterns as shown on Maps 1 and 2. The upper part of Segment 1 is the 13-mile segment from Pelton Reregulating Dam to Trout Creek. It offers both vehicular and hiking trail access. Except for the community of Warm Springs, the river canyon appears natural in character. This portion of the river offers outstanding trout fishing. Boating opportunities exist, but are restricted to nonmotorized craft and are of limited quality to whitewater boaters due to the lack of whitewater. A person visiting the area can generally expect to encounter low to moderate numbers of people.

The lower part of Segment 1 is the 28-mile segment from Trout Creek to the Deschutes Club locked gate. It is accessible to the public primarily by boat with some point access by vehicles. While this portion of the river is paralleled by the railroad, it is still relatively remote and natural in character. Whitewater boating and trout fishing opportunities are outstanding. Some motorized boat use occurs in the lower ten miles of this segment. Low to moderate levels of use generally occur with higher numbers of users visiting the area on peak summer weekends.

Segment 2 is the 15-mile segment from the Deschutes Club locked gate to Sherars Falls. It is accessible by a paved or gravelled road along the east side of the river for the entire length of the segment. The railroad also parallels the river. The community of Maupin is located in the middle of the segment. While the area still possesses high scenic quality, it is the most developed and highly used section of the lower Deschutes. This river segment is used primarily for day use by whitewater boaters during the summer and by trout and steelhead anglers at other times of the year. Several challenging rapids and easy access make this area extremely popular with whitewater enthusiasts. Relatively low levels of motorized boat use occur in the upper portions of this segment. The experience a person has when visiting this area on a summer weekend is one of high density use and a "splash and giggle" attitude. Weekday and off-season use (mid-October to mid-May) occur at a moderate level.

The 21-mile river Segment 3 from Sherars Falls to Macks Canyon is paralleled by a gravel road on one side and a railroad on the other throughout its length. Except for the road, railroad and a few developed and semi-developed campgrounds, the area is essentially natural appearing. Relatively low levels of use occur in this area with fall steelhead fishing and summer whitewater boating being the primary activities. Both motorized and nonmotorized boat use occur.

Segment 4 is the segment extending from Macks Canyon, 23 miles downstream to the confluence of the Deschutes with the Columbia River. The railroad parallels the river throughout its length. Public access is limited primarily to boat or foot access. The character of the canyon is natural appearing and relatively remote. Fall steelhead fishing is the predominate use with lesser amounts of whitewater boating and trout fishing. Most use in this segment is by motorized boat. Use levels are generally low to moderate except during the late summer/fall steelhead fishing season when high numbers of anglers crowd into the area.

Land Ownership

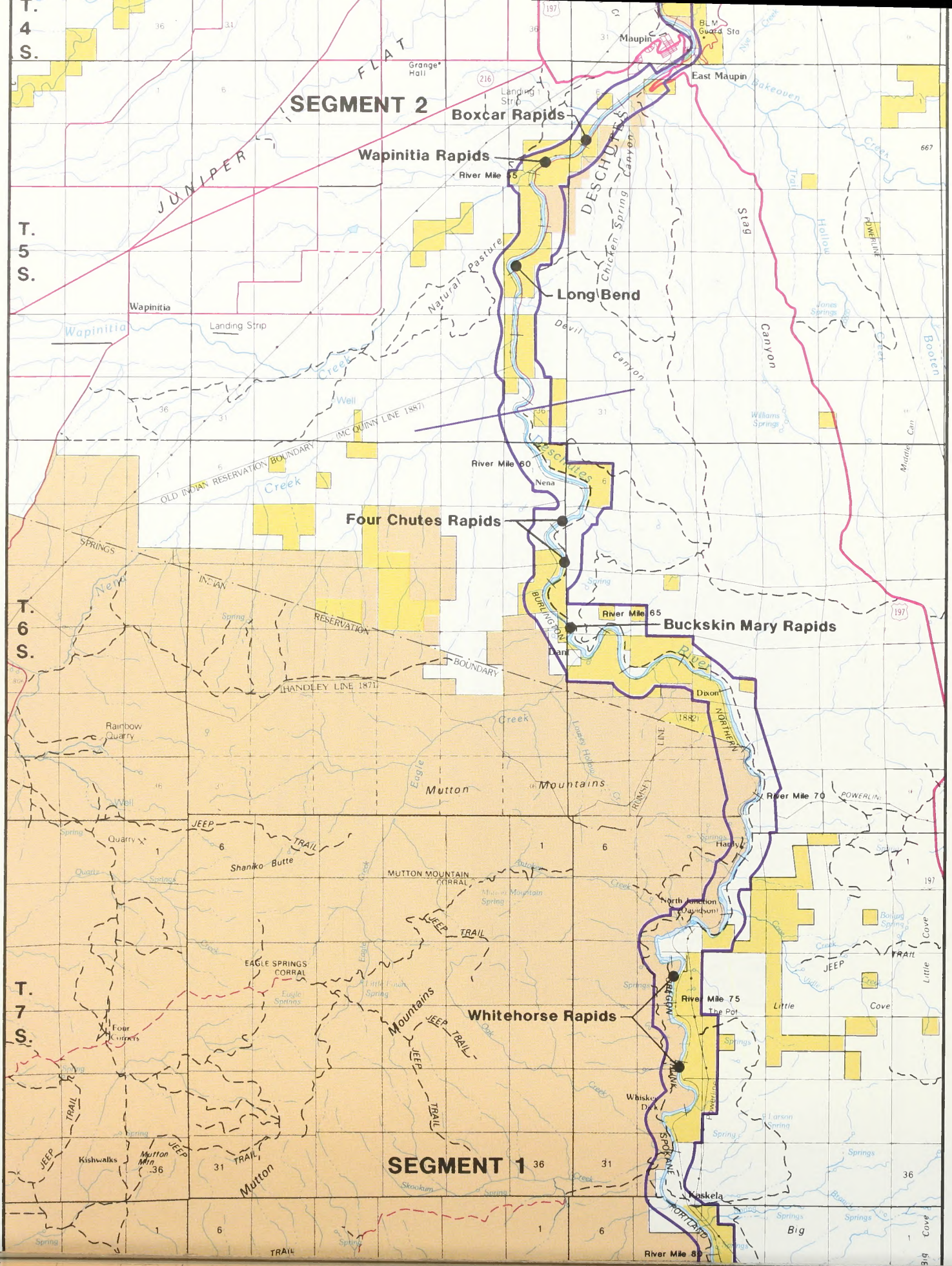
The planning area contains 41,367 acres of land located in Jefferson, Sherman and Wasco Counties. Land ownership by county is shown on Maps 1 and 2 and in Table 1. Table 2 shows riverbank ownership by segment.

The State of Oregon through the Division of State Lands has determined that there is sufficient evidence to support a claim of navigability and State ownership for the beds and banks of the Lower Deschutes River from Pelton Reregulating Dam (Rivermile 100) to the Columbia River (Rivermile 0) (See Appendix C).

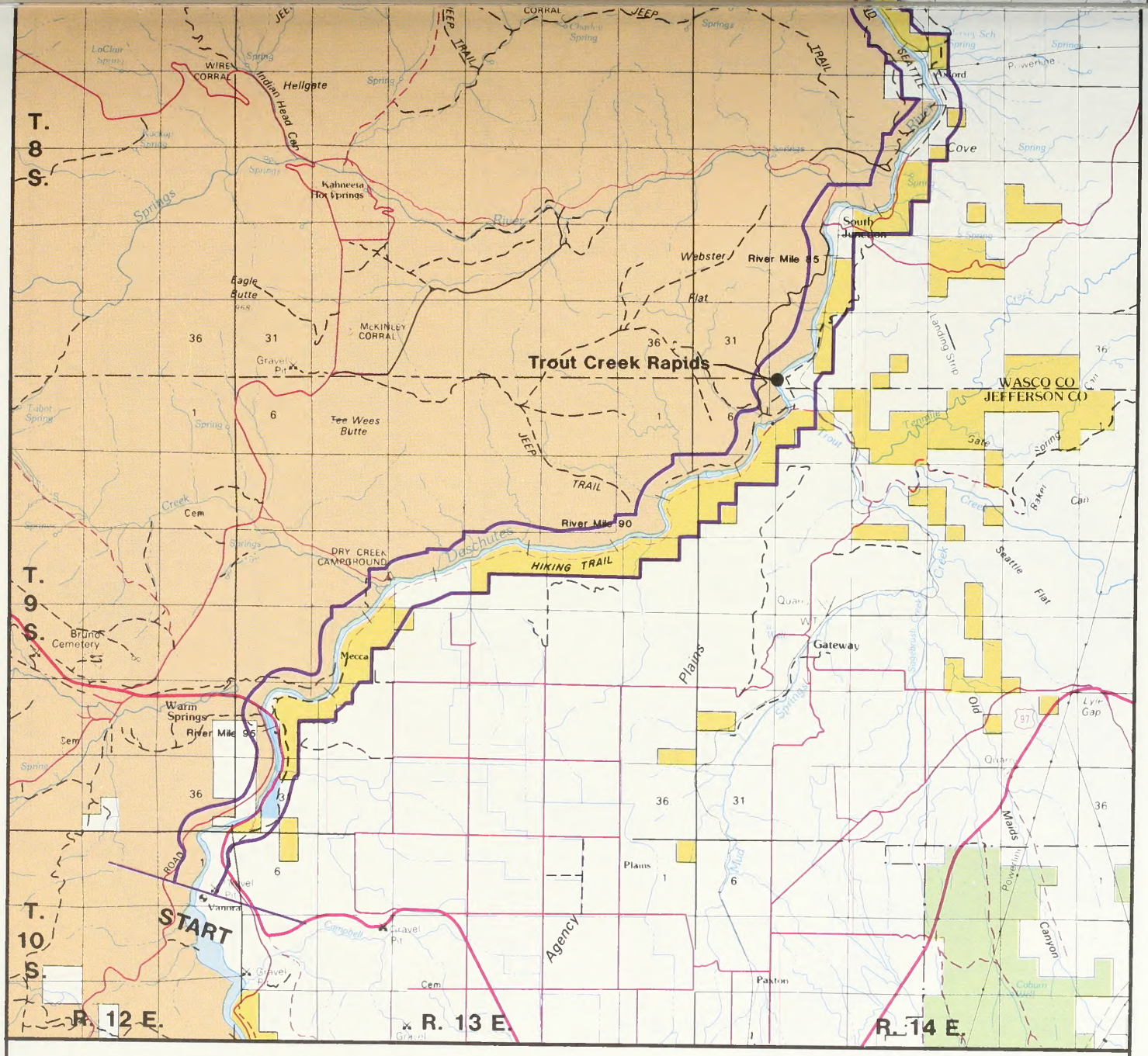
Table 1. Lower Deschutes River Acreage by County and Ownership

County	BLM	State [1]	Warm Springs Tribe	Private	Total[2]
Jefferson	4,010	137	3,255	922	8,324
Sherman	4,951	3,654	0	1,392	9,997
Wasco	11,680	1,015	2,414	7,937	23,046
Total	**20,461**	**4,806**	**5,699**	**10,251**	**41,467**

[1]The State of Oregon through the Division of State Lands claims ownership of the bed and banks (up to ordinary high water) of the river within the planning area (other than Reservation lands).
[2]The planning area includes lands within the State Scenic Waterway and the final National Wild and Scenic River boundaries. Where these boundaries do not coincide, the wider of the two is used as the planning area boundary.



T. 4 S.
T. 5 S.
T. 6 S.
T. 7 S.
SEGMENT 2
SEGMENT 1
Boxcar Rapids
Wapinitia Rapids
Long Bend
Four Chutes Rapids
Buckskin Mary Rapids
Whitehorse Rapids
River Mile 55
River Mile 60
River Mile 65
River Mile 70
River Mile 75
River Mile 80
Maupin
East Maupin
Wapinitia
Nena
Dixon
Harlyn
North Junction (Davidson)
Kaskela
Kishwalks
Four Corners
Rainbow Quarry
Mutton Mountains
Shaniko Butte
MUTTON MOUNTAIN CORRAL
EAGLE SPRINGS CORRAL
JUNIPER FLAT
DESCHUTES
Chicken Spring Canyon
Natural Pasture
Devil Canyon
Stag Canyon
Bakeoven Creek
Trail Hollow
Booten
Williams Springs
Jones Springs
Middle Can
Wapinitia Creek
Nena Creek
Eagle Creek
Lousey Hollow
Mutton Mountains
Little Cove
Big Cove
Larson Spring
Skookum Spring
Mutton Mtn
Mutton
Spring
Well
Quarry
Springs
Dam
Nena Creek
Deschutes River
BURLINGTON NORTHERN
OREGON
SPOKANE
PORTLAND
RUMSEY LINE
POWERLINE
JEEP TRAIL
Grange Hall
Landing Strip
Wapinitia
Landing Strip
OLD INDIAN RESERVATION BOUNDARY (MC QUINN LINE 1887)
SPRINGS INDIAN RESERVATION BOUNDARY (HANDLEY LINE 1871)
BLM Guard Sta



LEGEND

- Public Lands (Admin. by BLM)
- State Lands
- National Grassland
- Tribal Lands
- Private Lands
- Planning Area Boundary

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER

PLANNING AREA

Prineville District

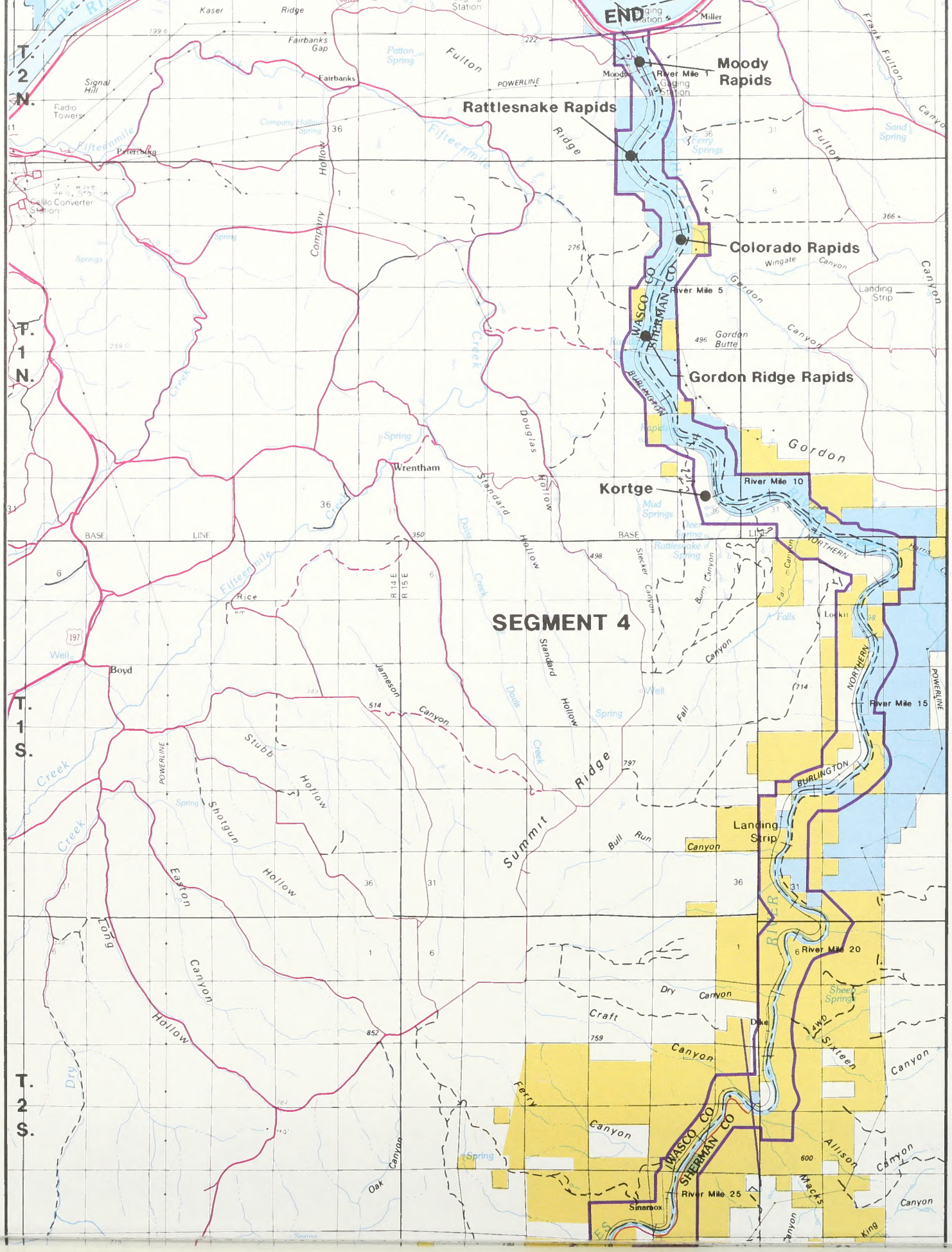
1992

1 0 1 2 3 Miles

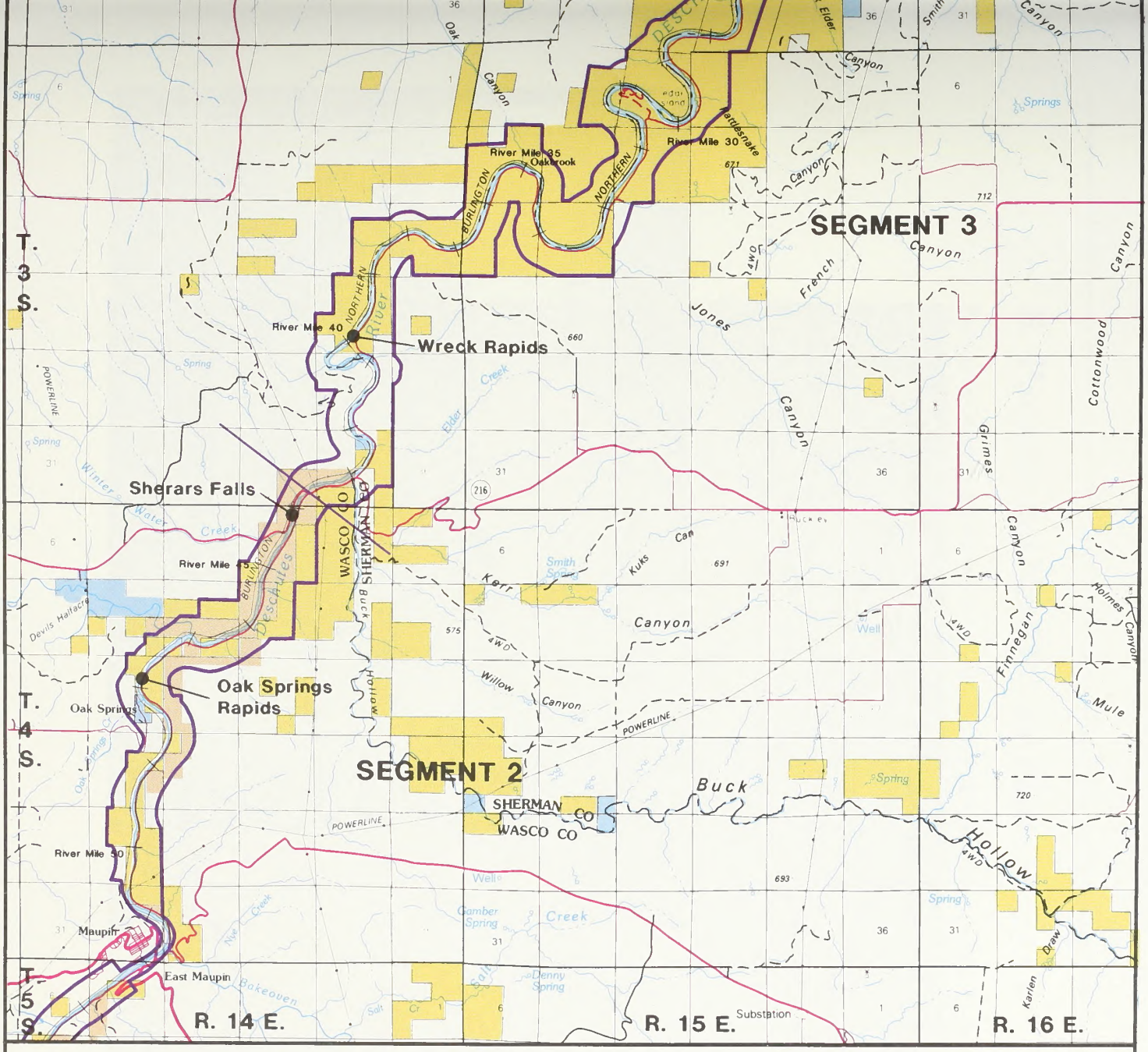
Scale 1:126,720

MAP 1

SOUTH HALF



END
Moody Rapids
River Mile 1
Rattlesnake Rapids
Colorado Rapids
River Mile 5
Gordon Ridge Rapids
Kortge
River Mile 10
River Mile 15
Landing Strip
River Mile 20
River Mile 25
SEGMENT 4
T. 2 N.
T. 1 N.
T. 1 S.
T. 2 S.
WASCO CO
SHERMAN CO
BURLINGTON
NORTHERN
POWERLINE
Fulton Ridge
Fifteenmile Creek
Gordon Canyon
Wrentham
Boyd
Summit Ridge
Bull Run Canyon
Dry Canyon
Craft Canyon
Ferry Canyon
Sixteen Canyon
Allison Canyon
Sinamox
Dike
Lockit
Fairbanks
Petersburg
Miller
Moody
Gordon Butte
Wingate Canyon
Landing Strip
Sheep Springs
Rice
Well
Spring
Fall Canyon
Stubb Hollow
Shotgun Hollow
Easton Canyon
Long Hollow
Jameson Canyon
Standard Hollow
Douglas Hollow
Stecker Canyon
Burn Canyon
Oak Canyon
Macks Canyon
King Canyon
Fairbanks Gap
Patton Spring
Kaser Ridge
Signal Hill
Radio Towers
Cellio Converter Station
Company Hollow
Sand Spring
Ferry Springs
Mud Springs
Deer Spring
Rattlesnake Spring
Falls
Harris
Frank Fulton Canyon
BASE LINE
R 14 E
R 15 E



LEGEND

- Public Lands (Admin. by BLM)
- State Lands
- Tribal Lands
- Private Lands
- Planning Area Boundary

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER PLANNING AREA

Prineville District

1992

1 0 1 2 3 Miles

Scale 1:126,720

MAP 2 NORTH HALF

*Table 2. Approximate Riverbank Ownership (in miles) Along the Lower Deschutes River**

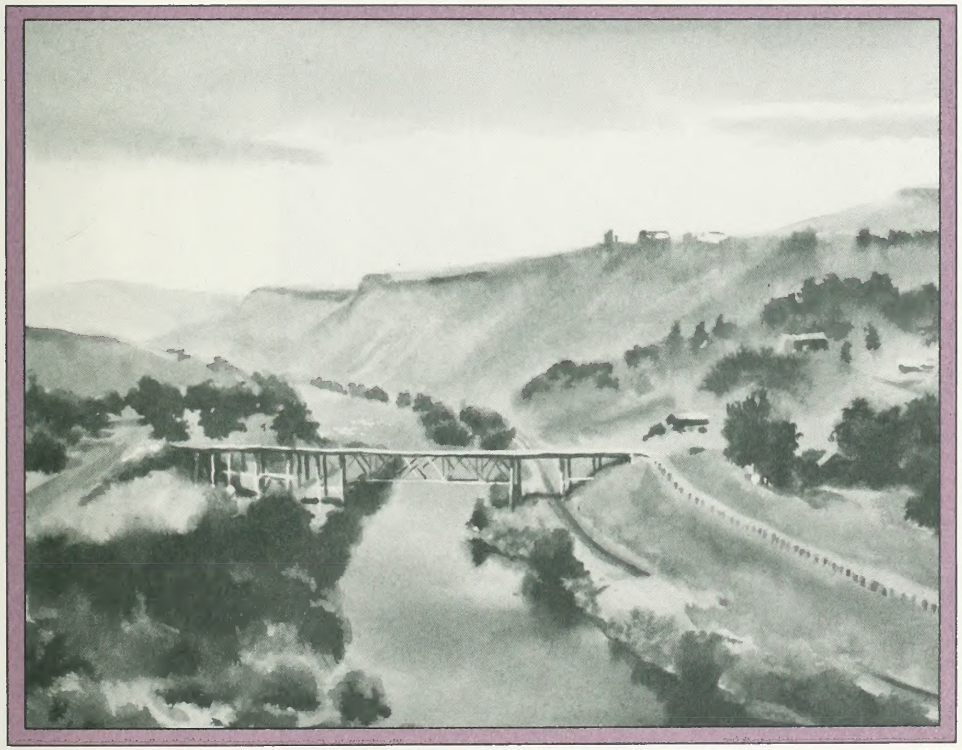
	Private Land	Public Land	Total
Segment 1: Warm Springs to Deschutes Club Locked Gate			
East Side	22	19	41
West Wide	35	6	41
Totals	**57**	**25**	**82**
Segment 2: Deschutes Club Locked Gate to Sherars Falls			
East Side	5	10	15
West Side	7	8	15
Totals	**12**	**18**	**30**
Segment 3: Sherars Falls to Macks Canyon			
East Side	5	16	21
West Side	6	15	21
Totals	**11**	**31**	**42**
Segment 4: Macks Canyon to Columbia River			
East Side	0	23	23
West Side	5	18	23
Totals	**5**	**41**	**46**

*Private land includes Tribally-owned and allotted lands. Public land includes land managed by Bureau of Land Management and State of Oregon.

B. Purpose and Need for the Plan

Passage of Oregon HB 3019 and SB 202 initiated an extensive planning effort by the Governor-appointed Deschutes River Management Committee and the various managing agencies which make up the Deschutes River Policy Group. Several groups of volunteers contributed large amounts of time and effort in the initial stages of developing this plan. When the lower 100 miles of the Deschutes River was designated by Congress as a National Wild and Scenic River in October 1988, the planning process was modified to incorporate the Federal requirements.

This river management plan and associated agency decision-making documents satisfy Federal, State and Tribal planning requirements It meets the requirements of the National Environmental Policy Act, the Oregon Omnibus Wild and Scenic Rivers Act of 1988, Oregon State Scenic Waterways Act and the Warm Springs Wild and Scenic Rivers Act.



C. The Planning Process

The steps of the planning process and schedule are shown below.

Planning Process and Schedule

Phase I - Identification of Issues and Alternatives

Step	*Date*	*Status*
Initial Scoping	Dec. 1988	Completed
Goal and objectives for the plan developed.	May 1989	Completed
Issues identified and described in detail	July 1989	Completed
Range of management alternatives developed.	Oct. 1989	Completed
The alternatives described reasonable possibilities for resolving the issues and managing each segment.		
Public meetings held on the issues and preliminary alternatives as part of the required National Environmental Policy Act scoping process.	Jan./Feb. 1990	Completed

Phase II - Preparation of Draft Management Plan and Environmental Impact Statement

Step	*Date*	*Status*
Draft environmental Impact Statement (DEIS) prepared that addresses each alternative	Summer/Fall 1990	Completed
The DEIS identifies the social, environmental and economic consequences of implementing each alternative.		

Phase II - Preparation of Draft Management Plan and Environmental Impact Statement (continued)

Step	*Date*	*Status*
Preferred Alternative for each segment selected.	Fall/Winter 1990	Completed
Draft plan and EIS are completed and distributed for public review and comment.	Spring 1991	Completed
Additional data collected.	Spring/ Summer 1991	Completed
Public hearings held on the draft plan.	Summer/Fall 1991	Completed
Supplement to Draft Management Plan/EIS completed and distributed for 60-day public review and comment.	June 1992	Completed
Draft plan revised into Final Plan/EIS and published. Preliminary Federal Wild and Scenic River boundary finalized.	Winter 1993	Completed

Phase III - Plan Implementation and Monitoring

Step	*Date*	*Status*
Plan approved and implemented, including publishing BLM Record of Decision and State agency rulemaking as appropriate.	Winter/Spring 1993	
Plan monitored, periodically reviewed and updated.	Ongoing	

D. Public Involvement

In 1988, the Deschutes River Management Committee and the managing agencies developed a planning process utilizing consensus decision making and extensive public involvement. A series of meetings were held to begin identifying issues for each river segment. Many members of the public participated in these early scoping meetings. All phases of the plan were developed in an open public forum.

A Memorandum of Understanding (MOU) for the Lower Deschutes River Planning Area was signed by the members of the Deschutes River Policy Group in late summer, 1989. Among other things, this MOU outlined the planning and decision-making process to be followed during the development of this plan. Copies are available upon request from the Oregon State Parks and Recreation Department.

The Policy Group then developed the scoping document, "Issues and Alternatives for the Management of the Lower Deschutes River". The document was released in January 1990 and six public meetings were held to listen to the public's response. Attendance at these meetings reflected a high level of interest. The comment period began January 17, and extended to March 28, 1990. An independent consultant analyzed the comments received from a total of 1,087 individuals. See Volume 2 for a summary of these comments.

Following the public meetings, the Policy Group met to discuss the public response to the identified issues and alternatives and to develop the Preferred Alternative. The Draft Lower Deschutes River Management Plan and Environmental Impact Statement was released in June 1991 for a 120-day public comment period. Ten public hearings were held throughout the state. Summaries of hearing testimony and written public comments, along with responses, are contained in Volume 2.

An additional issue regarding public access upstream from the Deschutes Club locked gate was identified in preparation of the final management plan. A supplement to the draft management plan was prepared and a 60-day public comment period with two public hearings was provided. Public comment analysis on this issue is also contained in Volume 2.

II. Issues and Alternatives Considered

Issues which have been addressed in this plan are described below:

A. Protection of Natural and Cultural Resources

Fish Habitat/Water Quality and Quantity

Issue: How should riparian areas be managed to protect water quality?

Issue Description

A loss of riparian vegetation has occurred due to livestock grazing, road and railroad construction and maintenance, riverbank erosion, and increasing recreational use.

Issue: How should water quality and water flows be managed to protect or enhance fish habitat?

Issue Description

Significant quantities of irrigation waste water potentially containing a variety of agricultural chemicals and silt enter the river between the mouth of Trout Creek and Round Butte Dam. Cropland storm runoff into the river from the mouth to Nena Creek also carries large quantities of silt and potentially harmful agricultural chemicals. Disturbance of spawning beds by wading anglers, motorboat wakes and jetboat pump action is also suspected. Silt and fine sediments accumulating in the river channel from bank washing, irrigation return flow, overland flow, tributary input and natural glacial action have degraded important fish spawning and rearing areas. Spawning gravel recruitment immediately downstream from the Pelton-Round Butte Complex ended with the construction of the dams.

Wildlife Habitat/Vegetation

Issue: How should vegetation/wildlife habitat and conflicts between recreational users and wildlife be managed?

Issue Description

Many areas formerly covered with trees, native brush, grass and forbs have succumbed to wildfire, herbicides, livestock grazing and recreation use. Wildlife species populations and diversity have declined due to the loss or degradation of wildlife habitat. Loss of habitat is manifested by the changes in wildlife species, the loss of nesting bird colonies and consistently low deer fawn survival. Increased camping and boating within the canyon have resulted in increased wildlife harassment and displacement, especially in the riparian zone.

Prehistoric/Historic Resources

Issue: How should historic/prehistoric resources be managed in conjunction with other uses?

Issue Description

The existing condition and significance of known cultural resource sites have not been evaluated or quantified. Most prehistoric/historic resource sites along the river have had some degree of disturbance. It is estimated that at least 50 percent of villages, campsites and rockshelters have been vandalized. Those prehistoric/historic resource sites further away from the river have not been examined.

The impact on prehistoric/historic resources is believed to be on the rise as a result of increased use of the river. Sources of impact include illegal digging and artifact collection, accelerated erosion and soil compaction, facilities and road construction/maintenance, vegetation manipulation, as well as fire and chemical pollution.

Law enforcement efforts aimed at stopping the vandalism of prehistoric/historic sites and materials have been insufficient. Efforts toward public awareness and education of the significance of the resources and of the laws pertaining to their protection have also been insufficient and have lacked adequate coordination between the managing agencies.

B. Recreational Activities

Boating: Nonmotorized

Issue: How should nonmotorized boating be managed?

Issue Description

The growth of float boating has prompted concerns over competition for and damage to camp areas, conflicts between nonmotorized float boaters and motorized boaters, anglers, landowners, etc. The problems are most evident during weekends in the summer and early fall.

Boating: Motorized

Issue: How should motorized boating be managed?

Issue Description

The presence of motorboats on the Deschutes, especially in Segment 4, contributes to crowding at launch sites and competition for fishing and camping areas. Many anglers and other users resent the noise, wake and competition from anglers using motorboats to reach their favorite fishing or camping spot. There is a concern for public safety regarding collisions between motorized boats and other floating craft including float tubes.

The issue also includes a concern over streambank erosion as it affects the condition of riparian areas, water quality and fisheries habitat that may result from boat wakes. A study was conducted during the summer of 1989 by the State of Oregon and Oregon State University to evaluate the impact of motorized boating on riverbank erosion and turbidity on the lower portion of the Deschutes River. Researchers observed erosion on 2.19 percent of the 73.6-mile study area. The findings of that study indicated natural causes (strong currents during floods at channel constrictions and where flows are deflected toward the banks) are responsible for the majority (61 percent) of streambank erosion. It was determined that human nonboating activities (camping, foot traffic and fishing) cause about 24 percent of the erosion with motorboats and livestock grazing causing nine percent and six percent respectively.

Fishing

Issue: How should a quality fishing experience be maintained or enhanced?

Issue Description

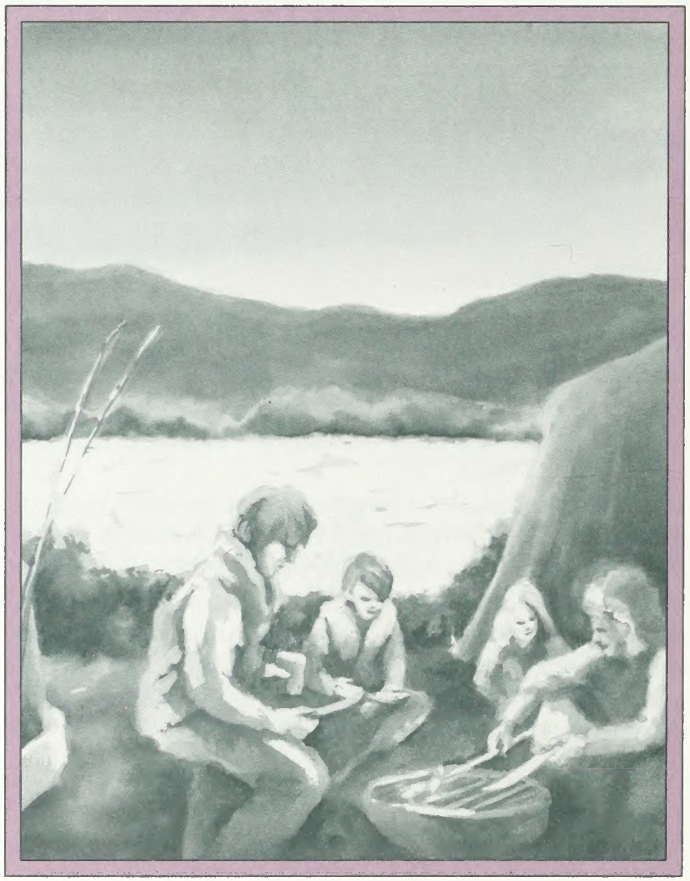
The fishing issue centers around: 1) competition for fishing areas; 2) competition for limited camping sites; 3) angler/boater conflicts (e.g. boating across fishing water); 4) noise and safety conflicts between bank anglers and motorboat users; and 5) limited public angling access because of Tribal or private property.

Camping

Issue: How should overnight camping be managed?

Issue Description

There is a high degree of competition for campsites on the Deschutes. There is limited coordination between managing agencies for campsite facilities, standards and management. Some established campsites are being damaged by heavy use and are in need of rehabilitation or closure. In some areas, there are not enough campsites or basic site protection facilities to accommodate the present level of use.



Guided and Outfitted Services

Issue: How should guided and outfitted services along the Deschutes be managed?

Issue Description

There are no limitations on the number of guided or outfitted services on the river. There are no training or experience requirements to obtain a BLM guide permit. It has been relatively easy to meet BLM and State Marine Board permit/license requirements. In addition, some guides and outfitters do not comply with permit stipulations. They operate on the Deschutes without authorization and attempt to do business without detection by agencies and legal guides.

Access: Roads, Trails and Launch Sites

Issue: What action should be taken with regard to public access?

Issue Description

Many of the launch and landing sites are not adequately developed. As a result, problems with crowding, dust and rude behavior occur during periods of high use. After gaining access to the river, boaters have limited access to fishing areas and campsites because of private and Tribal ownership of lands along the river as well as the river bed itself. The limited number and primitive quality of roads and trails in the canyon also restrict access by recreationists.

User Fees

Issue: How should user fees be levied for public use of the Deschutes River?

Issue Description

At present the majority of funds for management of the lower 100 miles of the Deschutes River are derived from Federal and State appropriations. Fees paid by boaters represent the next largest funding source. Many boaters resent paying more than what they believe is their fair share of the expense and feel that all users should share more of the cost of the services and facilities provided than they do now.

An adequate and stable funding mechanism is essential for resource protection, visitor services, facility development, operation, maintenance and trash collection, as well as access and easement acquisition.

C. Public Safety/Services

Emergency Services

Issue: How should emergency services be managed?

Issue Description

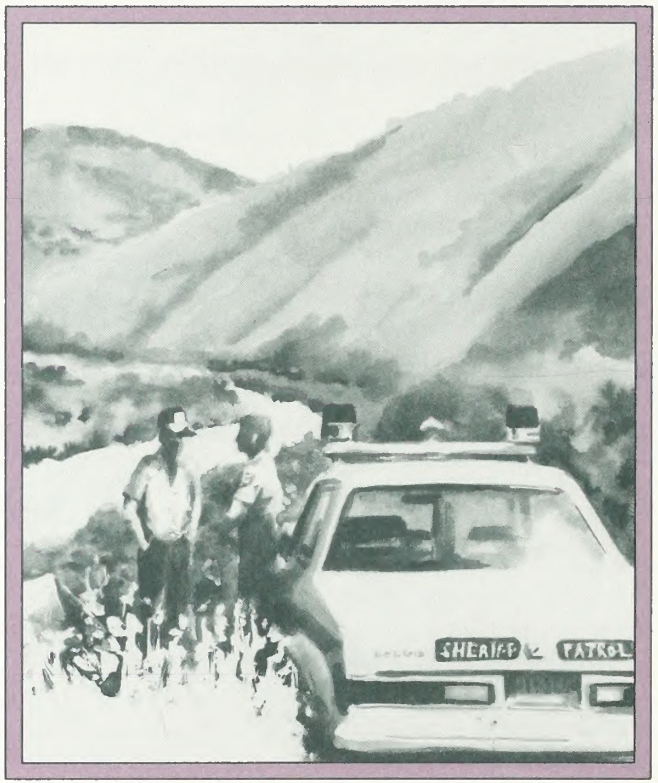
The demand and need for emergency services in the Lower Deschutes Planning Area exceed the capability of local jurisdictions.

Law Enforcement

Issue: What actions should the managing agencies take to effectively provide law enforcement on BLM, State, Tribally-owned and private land?

Issue Description

Current staffing and funding levels are insufficient to adequately enforce laws in the planning area under the current situation. Lack of definition of boundaries makes it difficult to determine whether State, County, Tribal and/or BLM jurisdiction applies. Each law enforcement officer has authority to enforce some, but not all Federal, State, County and Tribal regulations and statutes. Radio communication by law enforcement officials is difficult in the planning area because of the canyon topography. The distance of the courts from the planning area causes problems in prosecution of crimes because of lengthy travel times for witnesses and officers.



Trespassing

Issue: How should trespassing on Tribally-owned and private lands be handled?

Issue Description

Private and Tribally-owned lands make up approximately 39 percent of the land in the Lower Deschutes River Planning Area. As use increases, so do complaints about trespassing. Trespassing is sometimes associated with other illegal acts, including illegal fishing, hunting, vandalism and/or disturbance of historic and prehistoric sites. Lack of boundary identification increases the incidence of trespassing and makes prosecution difficult.

No single law enforcement official can enforce trespassing laws on all lands within the canyon area. Because of the distances involved, many private landowners do not want to spend the time necessary to prosecute trespassers. BLM/State and Tribally-owned as well as private lands are difficult to identify on the ground in many areas.

Information and Education

Issue: How should public information and education be handled?

Issue Description

No comprehensive, coordinated plan for informing and educating the public has been developed or implemented although there have been various information/education efforts.

D. Alternatives Considered

Alternatives which have been considered in this plan are described below:

Introduction

The planning process viewed the Deschutes River as a spectrum of resource and recreational opportunities. The alternatives considered in the draft plan/EIS analyzed different ways in which the issues could be resolved. The Draft Preferred Alternative was developed through a combination of: 1) public comment on the Issues and Alternatives for Management of the Lower Deschutes River released for public review in January 1990; 2) deliberations of the Deschutes River Policy Group and 3) conclusions reached by the Deschutes River Executive Review Board. The consequences of implementing the Preferred Alternative as well as the other alternatives were then analyzed to determine what impacts would result.

Solutions, or alternatives, which would change the Deschutes River Canyon into a high density urban park on one hand, or a wilderness area on the other were determined to be unreasonable and were dismissed.

Alternative Objectives

Objectives were identified for each of the five alternatives which attempted to describe the type of experience a visitor could expect to have if the Deschutes River were managed under that alternative. The overall objectives of the alternatives considered in the draft plan/EIS were as follows:

Preferred Alternative

This alternative provided for somewhat higher levels of overall use from 1988 baseline levels while attempting to redistribute use from peak weekends and holidays to weekday periods. Under this alternative, interaction with other individuals or groups would have been moderate. The management objectives under this alternative were to allow overall use levels to slightly increase over 1988 levels while reducing both peak recreational use levels and conflicts between user groups. Natural resource condition would have been improved significantly. Facility development to accommodate recreational activities such as camping, boating, fishing and vehicle-oriented activities would have occurred so long as the natural character of the area was not significantly changed and natural values such as soil, water, vegetation, wildlife habitat and cultural resources were protected and wherever possible, enhanced. Regimentation and controls would have been handled both on-site and off-site through regulations, fees and, as a last resort, use limitations. On-site regimentation and controls would have been obvious, but compatible with the environment and aimed at protecting natural values and visual quality.

Alternative 1

This alternative provided for a higher level of use. The management objectives under this alternative were to accommodate increased levels of recreational use, while protecting the environment where the sights, sounds and interaction with other individuals or groups would often be high. The character of the area would have remained in a generally natural-appearing condition; however, facility development to enhance recreational opportunities such as camping, boating, fishing and vehicle-oriented activities would have occurred. On-site regimentation and controls would have been obvious, but limited to those necessary for public safety as well as to accommodate increased numbers of visitors, and to maintain fisheries condition, soil stability and vegetative cover.

Alternative 2

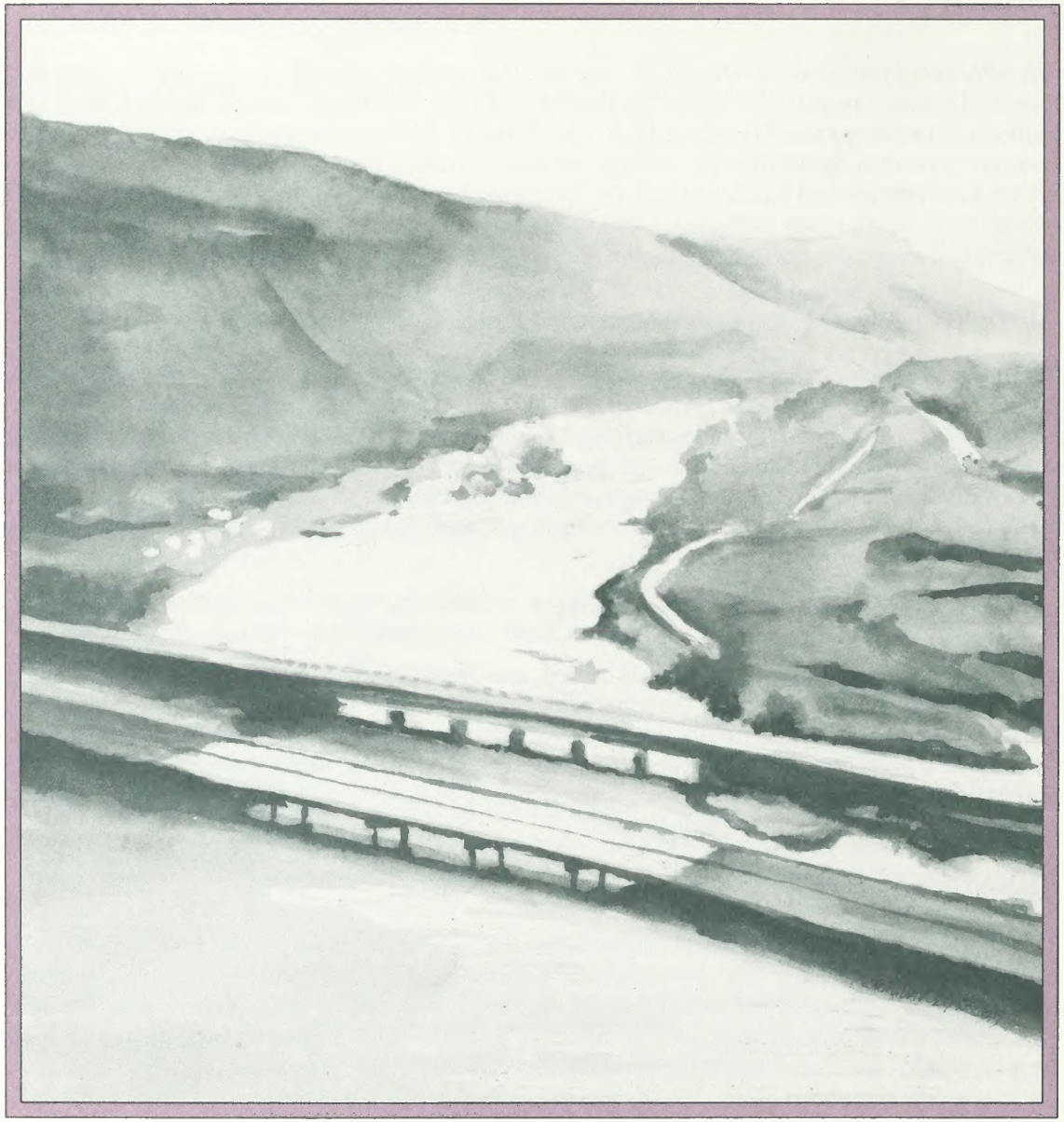
This alternative described existing management. Alternative 2 was the baseline from which the other alternatives were compared. This was the no-action or no change in existing management direction alternative required by the National Environmental Policy Act. The intent of this alternative was to continue present levels of management. Overall recreational use levels would have been unregulated and would have continued to increase causing a moderate to high degree of interaction with other individuals and groups. On-site regimentation and controls would have been evident in some areas and lacking in others. Existing land use, resource allocations and management direction by the managing agencies would have been maintained and implemented over time.

Alternative 3

This alternative provided for lower levels of peak use. The management objectives under this alternative were to maintain present overall levels of use while reducing peak recreational use levels while natural resource conditions would have been improved. The sights, sounds and level of interaction with other individuals or groups would have been moderate. Facility development to accommodate recreational activities would have occurred so long as the natural character of the area was not affected. Regimentation and controls would have been obvious, but still compatible with the environment and aimed at protecting natural values and visual quality.

Alternative 4

This alternative provided for much less use. The management objectives under this alternative were to significantly reduce recreational use levels, improve overall natural resource condition and provide recreational opportunities in a less crowded setting. The sights, sounds and overall level of interaction with other individuals or groups would have been low to moderate. New facility development would have occurred away from sensitive areas to disperse recreational use. Regimentation and controls would have been handled both on-site and off-site through fees, regulations and limitation. On-site regimentation and controls would have been designed to fit into the natural landscape to the greatest degree possible.



III. Proposed Interagency Decisions and Management Guidelines

A. Outstandingly Remarkable Resource Values

When Congress designated the Deschutes River as a National Wild and Scenic River, they formally recognized several unique river values. They were recreational, fisheries, wildlife, cultural, geologic, scenic and botanical. Outstandingly remarkable values are what the managing agencies are mandated to "protect and enhance". Therefore, these and any other river values determined to be outstanding become the standards against which river management actions are judged. The following is a description of those resource values:

Recreational Values

The Deschutes offers diverse opportunities for recreation which attract visitors from many states and a few foreign countries. The fishery for native redside (rainbow) trout, steelhead and salmon has been internationally known for many years. Whitewater boating participation has grown rapidly in the last ten years. The river provides a stable, high-volume flow, available for recreation all year long. Within its 100-mile length, there are distinct segments favored for relaxed, overnight camping and fishing floats, one-day whitewater adventures and guided or nonguided fishing trips. The climate cooperates by offering generally sunny weather during the high-use season.

Fishery Values

The Lower Deschutes River has an internationally known fishery for resident rainbow trout, anadromous steelhead trout and anadromous chinook salmon. Even though production of wild anadromous fish is depressed, the river is an important producer of steelhead and chinook salmon for the Columbia River system and the Northwest Region. There is also a regionally unique run of wild sockeye salmon that is sustained by the incidental passage of kokonee smolts through the turbines at the Pelton/Round Butte hydroelectric complex. Runs of anadromous fish sustain an important subsistence fishery for Native Americans. The river provides extensive spawning and rearing areas for both resident and anadromous fish. Good water quality conditions contribute significantly to the condition of the fishery. Two hatcheries are located in the subbasin and supplement the runs of chinook. Historically, hatchery steelhead were released in the river.

Wildlife Values

The Deschutes River Canyon provides habitat for approximately 300 different species of wildlife. Most of these utilize riparian habitats adjacent to the river. This provides outstanding opportunities for viewing many species of wildlife including songbirds, waterfowl, mink, heron, mule deer and many reptiles, amphibians and other small and large mammals.

Two birds found in the canyon have been listed by Federal and State agencies as Threatened or Endangered. They are the bald eagle, *Haliaetus leucocephalus* and the American peregrine falcon, *Falco peregrinus anatum*. The falcon currently passes through the area and is expected to begin nesting in the canyon as populations continue to increase in the Columbia basin in the future. The Osprey, *Pandion haliaetus*, which is listed as sensitive in Oregon, is also known to nest in the canyon.

Two species of molluscs (snails) are found in the planning area that are Federal candidates for listing as Threatened. They are The Dalles sideboard snail, *Monadenia fidelis minor* and the shortface lanx *Fisherola nuttalli nuttalli*.

Cultural Resource Values - Prehistoric

Humans have occupied the Deschutes Canyon area for at least 10,000 years. One hundred thirty-five prehistoric sites have been recorded in the Lower Deschutes River canyon, and it is believed that many others will yet be found. Most common are habitation sites. One of these, at Macks Canyon Campground, was excavated by University of Oregon archaeologists in the late 1960s and is now listed on the National Register of Historic Places. Sherars Falls, a point of difficult passage for anadromous fishes, is an important traditional fishing station for Native Americans.

Cultural Resource Values - Historic

Exploration and fur trapping by Euro-Americans began in the Deschutes Canyon in the early 19th century. Other historic activities that have been documented include use of the Oregon Trail, road and railroad construction and settlement. In the Deschutes Canyon 38 historic sites have been documented, most of them associated with early railroad construction.

Geologic Values

The Deschutes River flows through the geomorphic unit called the Deschutes-Umatilla Plateau, the main part of which slopes northward from 4,000-foot levels in the mountains of Central Oregon to the 400-foot elevation along the Columbia River. The rocks are mostly Columbia River basalt, nearly 2,000 feet thick. The lava flows that make up the plateau occurred over millions of years and formed in distinct layers of various thickness.

Scenic Values

The Lower Deschutes River Canyon contains a diversity of landforms, vegetation and color. The river, having carved a canyon nearly 2,000 feet deep in many locations out of rugged Columbia River basalt flows, provides a dramatic and diverse landscape. The clear water of the river framed by the green riparian vegetative fringe creates a stark contrast to the often barren and broken reddish and brown cliffs and hillsides of the canyon. The river provides a boater with a moving platform for viewing the ever-changing scene. While transportation corridors exist (roads and railroads) and occupational and rural development have occurred in several areas, they are overshadowed by the magnitude and beauty of the river and canyon character.

Botanical Values

Plant communities in the Deschutes River Canyon fall into four broad categories. In the high desert uplands there are big sagebrush, juniper-big sagebrush and bunchgrass types. Along the river there is a thin band of riparian vegetation dominated by alders. Within the canyon there are also six special status plant species (known or suspected to occur). These are: *Astragalus howellii* v. *howellii, Astragalus tyghensis, Cyperus rivularis, Lomatium farinosum* v. *hambleniae, Mimulus jungermannioides* and *Talinum spinescens. Astragalus tyghensis* is the only species which is presently a Federal candidate species for listing as threatened and endangered.

B. Management Goals and Standards

For many years, the Deschutes River has provided a wide range of recreation opportunities in a generally natural but roaded environment.

Goal for the Planning Area:

The goal of this plan is to manage the lower 100 miles of the Deschutes River canyon on a segment-by-segment basis to protect and enhance the river's outstandingly remarkable and related values while allowing the continuation of compatible existing uses, including a wide range of public outdoor recreation opportunities and minimizing user conflicts. These recreation opportunities will be provided in a manner that does not substantially impair the natural beauty of the river canyon, diminish its esthetic, fish and wildlife, scientific and recreational values and take into account the rights and interests of private landowners and Tribal treaty rights.

Recreation Management Goals by River Segment

Segment 1 (Pelton Reregulating Dam - Trout Creek)

Goal:

This river segment will be managed to maintain or enhance the high quality trout fishery. Management will provide primarily for day use and nonmotorized boating opportunities at a relatively moderate use level.

Segment 1 (Trout Creek-Deschutes Club Locked Gate)

Goal:

This segment will be managed primarily to maintain or enhance the high quality trout fishery and nonmotorized boating opportunities. Occasional encounters with other users will occur. While some day use will continue, most activities during the primary use season will involve overnight camping.

Segment 2 (Deschutes Club Locked Gate-Sherars Falls)

Goal:

This river segment will be managed for relatively high levels of nonmotorized whitewater boating day use as well as trout and steelhead fishing.

Management will focus on achieving a higher level of environmental and social ethics. Management actions will emphasize resource protection, public health and safety, and reduction of user conflicts.

Segment 3 (Sherars Falls-Macks Canyon)

Goal:

This river segment will be managed primarily to provide moderate levels of dispersed use by boaters, anglers and overnight campers with vehicles.

Segment 4 (Macks Canyon-Mouth)

Goal:

This area will be managed primarily for fishing and will provide access for motorized and nonmotorized boats, with opportunities for hiking, mountain bike and horseback riding. Management will be toward dispersed recreational opportunities. Management actions will reduce social conflicts among users.

Overall Minimum Standards For the Entire Planning Area

Management actions will be taken to prevent, stop or reverse the following unacceptable conditions in the planning area.

1. Any riparian-wetland area that is not functioning properly[1] by 1997. The overall objective is to achieve an advanced ecological status, except where resource management objectives, including proper functioning condition, would require an earlier successional stage.

2. Any riverbank that is actively eroding at such a rate that water quality and fish habitat are adversely affected.

3. Any significant natural feature or recreational value that is eroding or being irreparably damaged by human use to the point that it is in danger of being lost.

4. Any significant health hazard caused by human use.

5. Any damage to threatened or endangered species or damage to individual plants or animals or the habitat of any candidate species which would cause them to become listed as either threatened or endangered due to human use.

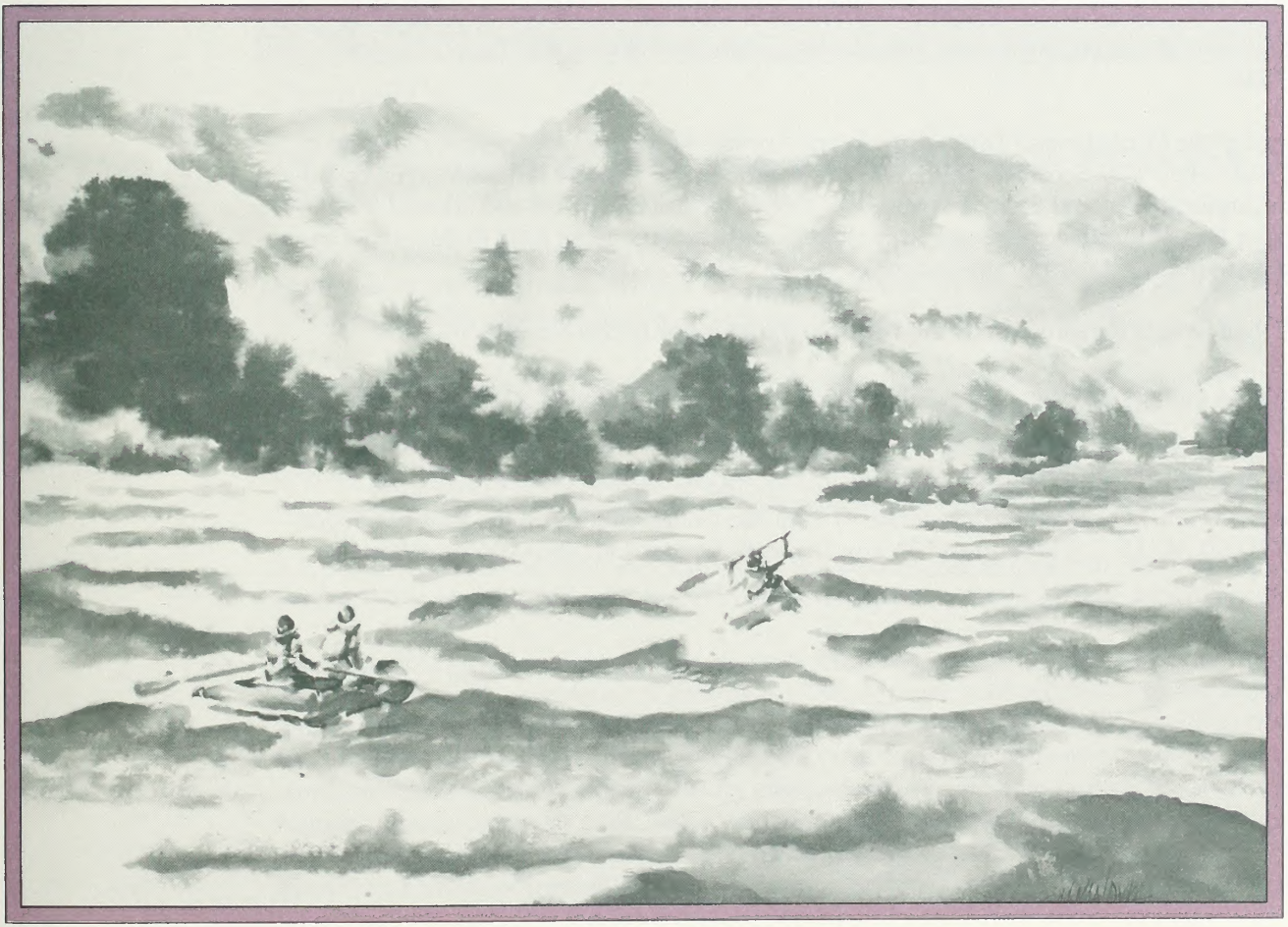
6. Any damage to or significant deterioration of prehistoric/historic sites.

7. Any significant degradation of water quality due to human use, including both point and nonpoint sources within and outside the river corridor.

[1]Riparian-wetland areas are functioning properly when adequate vegetation is present to dissipate stream energy associated with high water flows, thereby reducing erosion and improving water quality; filter sediment and aid floodplain development; improve floodwater retention and groundwater recharge; develop root masses that stabilize streambanks against cutting action; develop diverse ponding and channel characteristics to provide the habitat and the water depth, duration, and temperature necessary for fish production, waterfowl, breeding and other uses; and support greater biodiversity. The functioning condition of riparian-wetland areas is a result of interaction among geology, soil, water and vegetation.

C. Final National Wild and Scenic River Boundary

The Wild and Scenic Rivers Act, as amended October 26, 1988, states "The agency charged with the administration of each component of the National Wild and Scenic Rivers System...shall within one year from the date of designation...establish detailed boundaries (which boundaries shall include an average of not more than 320 acres of land per mile measured from the ordinary high water mark on both sides of the river)...Notice of the availability of the boundaries...shall be published in the Federal Register and shall not become effective until ninety days after they have been forwarded to the President of the Senate and Speaker of the House of Representatives".



A notice of availability of proposed Lower Deschutes Wild and Scenic River administrative boundaries, based upon an average of 317.2 acres per river mile, was published in the *Federal Register* on December 11, 1989 (54 FR 50825). Proposed boundaries were forwarded to Congress on January 2, 1990 and became effective on April 1, 1990. Final administrative boundaries which reflect minor changes resulting from information obtained through the river management planning process, are described in Appendix A.

A change in the final administrative boundary at the Pelton Reregulating Dam was made at the direction of Senator Mark O. Hatfield. The upstream terminal

boundary of the Wild and Scenic River has been moved downstream approximately 1/4 mile (see Appendix B).

The Confederated Tribes of the Warm Springs Reservation have participated in the planning effort from its inception and have adopted this plan developed by the Policy Group and Executive Review Board as the Tribal Plan pursuant to the Warm Springs Wild and Scenic Rivers Act. The Tribes also adopt the same boundaries set forth in this plan. It is the intent of the Tribes to manage all of their lands consistent with the provisions of this plan. Section 105(a)(1) of the Oregon Omnibus Wild and Scenic Rivers Act of 1988 provides 'Lands now or hereafter held in trust by the United States for the benefit of an Indian tribe or individual Indians shall not be included within the boundaries of the Deschutes or Metolius Rivers as designated by this Title without the consent of the applicable Tribal Council.' As a result, the Tribal Council approved the following resolution on December 1, 1992:

BE IT RESOLVED, By the Tribal Council of the Confederated Tribes of the Warm Springs Reservation of Oregon, pursuant to Article V, Section 1(a), (c), (h), and (l), and Article VIII, Section 2, of the Tribal Constitution that consent is hereby given pursuant to Section 105 (a) (1) of the Oregon Omnibus Wild and Scenic Rivers Act of 1988 to inclusion of Tribal and allotted trust lands within the boundaries of the Lower Deschutes River Wild and Scenic Rivers planning area as set forth in this Final Lower Deschutes River Management Plan and Environmental Impact Statement, on the following conditions:

1. Jurisdiction over said trust lands shall remain the same as it existed prior to the adoption of this Resolution;

2. The United States shall not commence acquisition actions, by condemnation or otherwise; pursuant to 16 U.S.C. § 1277 of the Federal Wild and Scenic Rivers Act;

3. The United States and the State of Oregon shall agree with the terms of this conditional consent in the Cooperative Management Agreement to be entered into between the Confederated Tribes, the United States, and the State of Oregon pursuant to 16 U.S.C. § 1274 (a) (73) (E), 16 U.S.C. § 1282 (e) and Section 105 of the Oregon Omnibus Wild and Scenic Rivers Act of 1988.

D. Protection/Enhancement of Natural and Cultural Resources

1. Fish Habitat/Water Quality and Quantity

a. Issue: How should riparian areas be managed to protect water quality?

1) Problem: Loss or degradation of vegetation and soil due to livestock grazing has resulted in damage to fish habitat.

Proposed Decision -

The following vegetative goals will be the primary consideration in the development of any system for livestock grazing management.

1. Riparian plant communities on BLM and State lands will be managed to maintain or achieve a minimum of 60 percent of the ecological vegetative potential within 15 years, and ultimately the long-term goal of achieving full vegetative potential. Vegetative potential will vary significantly, depending on specific site characteristics.

2. The riparian vegetative goal is to maintain or restore the corridor along the river margin with a variety of tree, shrub, grass and sedge species. A desirable riparian plant community would likely include the following species: white alder, willow, red birch, mock orange, rose, chokecherry, serviceberry, reed canarygrass, elderberry, cattails, various sedges and rushes, and cottonwood. The intent of this goal is to protect or restore diverse terrestrial wildlife populations, enhance the aquatic environment, and naturally armor the riverbank with sufficient root mass to prevent erosion.

3. Upland vegetation on BLM and State lands will be managed to maintain or achieve an ecological status between 51 and 75 percent of the plant composition found in the natural plant community (late seral or good ecological condition).

Livestock grazing management on the Warm Springs Reservation is regulated under Chapter 460 of the Warm Springs Law and Order Code. The regulation of grazing is a Tribal government process involving Indian livestock owners, individual Indian landowners and the Tribal Council. The Bureau of Indian Affairs does establish stocking rates on Indian trust lands. Grazing of livestock within river protection areas will be done in a manner to protect and enhance natural values. In such administration and management, primary emphasis shall be given to protecting values and attributes that include cultural, historic, archaeological, scientific, scenic and aesthetic features. Tribal lands will be managed in accordance with the Standards and Best Management Practices now established within Chapter 1 of the Confederated Tribes Integrated Resources Management Plan. Owners of trust allotments within river protection areas will be encouraged to manage their lands in accordance

with these standards. Management practices outlined for public lands may be drawn upon by the Tribes for implementation on reservation lands to provide additional protection and enhancement to riparian and aquatic communities. Acquisition of individual allotments in river protected areas will be given first priority by the Tribes based on a willing seller basis.

The period of livestock use within the planning area will generally be between November 1 and May 1, unless there is a site specific rationale for an exception, such as use in a non-riparian pasture. Potential fall/winter/early spring (November 1 - May 1) grazing in riparian areas will occur in a manner which provides sufficient residual vegetative cover to prevent erosion and potentially trap flood-born sediments.

A number of management actions will be employed to accomplish vegetative objectives for upland and riparian areas. The timing, duration of use, and number of livestock will vary. Fences may be used to control livestock movement, divide pastures, or exclude livestock use. Water developments may be used to replace existing watering locations or redistribute use. Livestock grazing allotments may be operated in combination to increase flexibility, provide periods of no livestock use, or solve practical problems. Coordinated resource management plans, like the plan developed by the Lower Deschutes Coordinated Resource Planning Group for the lower 24 miles of river in 1983, may be used to develop practical management approaches to attaining vegetative goals, while considering other resources and uses.

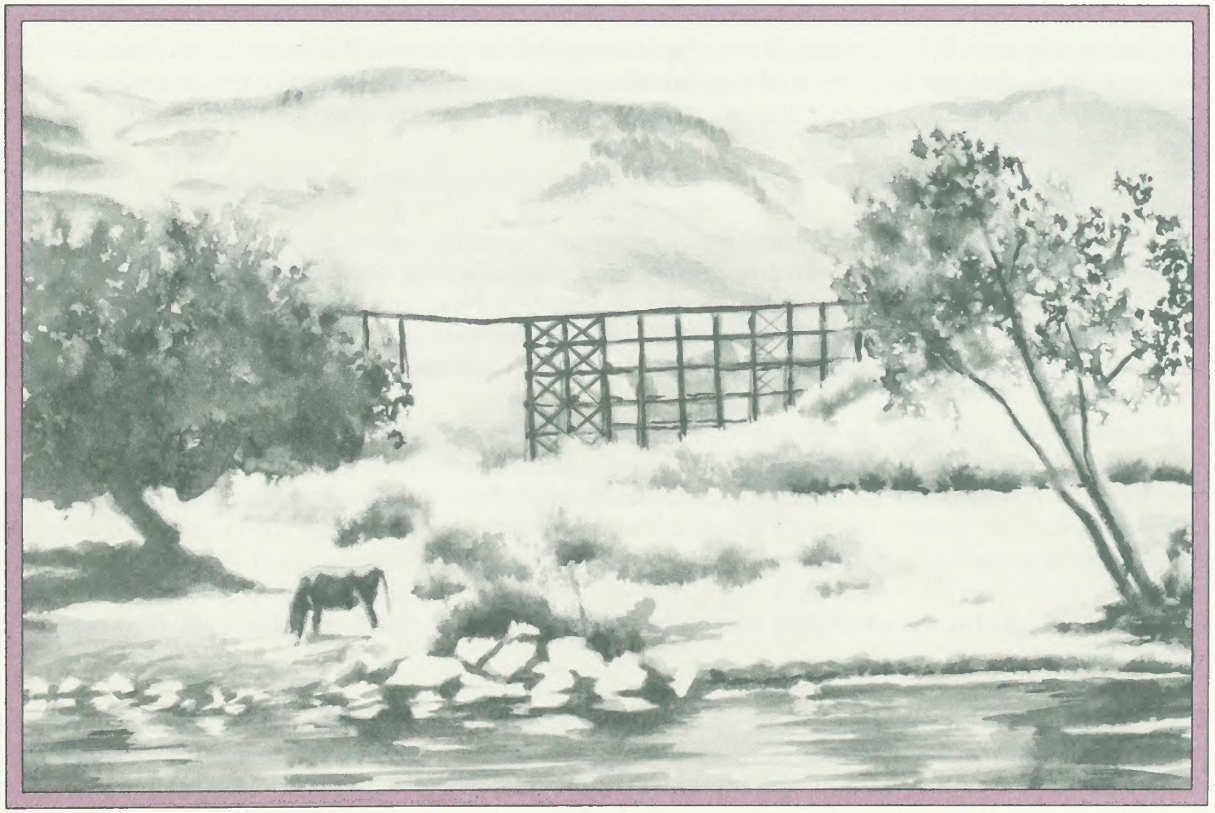
Consultation will occur with livestock operators and affected interests as livestock grazing systems are designed and associated livestock project development (e.g., fencing, water) is planned. Grazing systems will be developed while considering resource objectives, associated costs for the livestock operators, as well as other economic, social and environmental issues. Resource management agencies will work with private landowners and managers to reach ecological objectives through initiation of cooperative range enhancement projects (e.g., fencing, seeding, planting, water development), that may include appropriate incentives (e.g. funding or materials) for the private individuals. Intensive monitoring studies (e.g., actual use, photo points, ecological condition and trend, nested frequency, riparian and water quality) will be implemented to measure progress in meeting the riparian and upland standards on public lands. Similar monitoring may be conducted on private and allotted lands where landowners and managers are agreeable. If, after five years, studies do not indicate a positive trend toward meeting vegetative standards, temporary or permanent livestock exclusions will be implemented on public lands and encouraged or recommended on private and Tribal allotted lands. If livestock operators consistently fail to comply with specific conditions of the grazing agreements on public lands, appropriate enforcement action will be taken, including potential loss of grazing privileges. Operator compliance on public lands will specifically include moving livestock to appropriate pastures at predetermined dates and stocking pastures at predetermined levels.

Resource management agencies will cooperate to establish demonstration trial areas that will use different livestock grazing management systems in a variety of sites to better determine the most effective techniques for restoring upland and riparian vegetative communities. Management agencies will develop and use a consistent technique for evaluating vegetative change throughout the river canyon.

In instances where State or BLM lands are a small or isolated portion of the livestock pasture, the agencies will attempt to develop livestock management actions that are consistent with private land management, while striving to reach overall riparian and upland vegetative objectives.

BLM, State and Tribally-owned lands east of the railroad right-of-way fence from which livestock use has been excluded, will continue to be utilized as livestock exclosures. Areas of riparian vegetation presently in good or excellent condition will be maintained.

Existing livestock riparian exclosures at Mecca, Davidson Flat, from Cove Creek to the Deschutes Club Locked Gate, at Beavertail and Macks Canyon Campground will be maintained.



If a positive trend toward meeting the vegetation standards is not accomplished within five years, the following improvements will be constructed in areas with continuing problems:

Segment 1:

New livestock fencing will be constructed to exclude livestock from the riparian corridor of the river and tributaries on public land between Trout Creek Campground and Mecca Flat. Livestock watering access to the river and tributaries will be restricted to controlled points and only where upland watering alternatives do not exist or cannot be developed. Livestock riparian fencing will be constructed upstream from Trout Creek Campground above the east bank trail to reduce conflict with recreational access to the river.

Segment 2:

New livestock fence will be constructed to exclude livestock from public and Tribally-owned lands in the corridor between the east bank access road and the river until vegetative recovery has occurred. Livestock watering access to the river on public and Tribally-owned and private lands will occur at small controlled sites only when alternative upland water sources are unavailable.

Segment 3:

Additional livestock fence will be constructed above the Macks Canyon Road to exclude livestock from public and Tribally-owned lands within the river corridor during riparian recovery. New boundary fencing will be constructed between private and public lands at Sinamox, Ferry Canyon and Box Elder Canyon to prevent livestock from entering the riparian corridor on public land. New upland watering sources will be developed to eliminate the need for livestock access to the river.

Segment 4:

New livestock fencing will be constructed to exclude livestock from sections of riverbank not currently within established riparian livestock exclosures. Livestock access to the river or tributaries for water will be provided at controlled access points if upland watering sites are not available.

Projects will be constructed where they are consistent with site specific allotment objectives, and will include consultation with affected interests.

In areas of extensive blocks of private or allotted lands, the management agencies will encourage implementation of livestock management systems that will result in riparian and upland plant communities reaching the management standards. The management agencies may work cooperatively with individual private landowners to assist in the development of grazing systems and construction of livestock management facilities.

The managing agencies will develop a consistent and well coordinated inventory, management plan implementation, and monitoring program for riparian areas along the Deschutes River and its tributaries to ensure that management objectives are met. (See Monitoring and Evaluation section.)

Programs or measures will be implemented which promote cooperation and education in the process of achieving the plan's vegetative standards. This information will be directed at the managing agencies as well as livestock operators and the public.

2) Problem: Loss or degradation of vegetation and soil due to motor vehicle use has resulted in damage to fish habitat.

Proposed Decision -

The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes closure or limitation of vehicle use in riparian areas to protect vegetation. The State of Oregon and the Confederated Tribes of Warm Springs will continue to limit or restrict off-road vehicle travel on lands under their administration.

Motor vehicles will be restricted to designated roads, parking and launching areas.

Motor vehicle routes not designated will be closed and rehabilitated. Supplemental vegetative seeding or planting will be provided to speed vegetative recovery of areas previously degraded by vehicle use.

Parking areas will be provided outside of the riparian areas at Mecca, Trout Creek, Harpham Flat, Sandy Beach, Little Sandy Beach, Pine Tree, Beavertail, Macks Canyon and Deschutes State Park, as well as other smaller roadside pull-off sites.

The managing agencies will avoid sidecasting material that could enter the river or cover riparian vegetation during road maintenance activities. The managing agencies will recommend to other agencies and private landowners that road maintenance activities adjacent to the river not result in sidecasting material into the river or onto riparian vegetation.

Rock or wood post barriers will be installed to prevent unauthorized vehicle access into riparian areas at sites such as Devil's Canyon, Long Bend, Oak Springs, Handicap Ramp, Little Sandy Beach, Pine Tree, Jones, Rattlesnake and Ferry Canyons, as well as Sinamox and other roadside sites.

3) Problem: Loss or degradation of vegetation and soil due to human use associated with activities such as parking, overnight camping and boating has resulted in damage to fish habitat.

Proposed Decision -

Undeveloped campsites will be managed to protect and enhance outstandingly remarkable values identified in the plan with the following objectives in mind:

1. Overnight camping will be managed with the least restriction and regimentation on campers necessary to ensure the protection and enhancement of the values identified in the plan.

2. The most favored means of management will be informational measures by which campers can voluntarily achieve management standards.

3. Site stabilization and other measures which change the physical appearance of the natural river corridor will be minimized.

4. Positive steps will be taken to protect the rights of the private property owner while at the same time encouraging private property owners to make accommodations for the public benefit.

5. Signing will be done in a manner to cause the least visual disruption in the planning area.

6. In general, signing will be used to designate areas where overnight camping is prohibited as opposed to where overnight camping is allowed.

Basic site protection measures will be provided as needed to stabilize sites and minimize impacts. Unstable riverbanks at heavily-used campsites will be stabilized. The preferred methods will be through bank sloping, revegetation and other nonstructural techniques. Campsites exhibiting heavy or extreme impacts will be actively rehabilitated and if necessary, closed until levels of impacts have been reduced to at least a moderate level (see Monitoring and Evaluation section for definitions and criteria). If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls.

No new parking or overnight camping facilities will be constructed in riparian areas. Existing boat launch sites will be managed as described in the Access: Roads, Trails and Launch Sites section.

b. Issue: How should water quality and water flows be managed to protect or enhance fish habitat?

1) Problem: Water quality and quantity have been adversely affected by various other uses.

Proposed Decision -

The managing agencies will recommend to the Oregon Department of Environmental Quality, Soil Conservation Service and North Unit Irrigation District, that irrigation water returns to the Deschutes River be reduced through better management of water flows within the canal system and/or the construction of settling ponds or other devices to reduce or eliminate the transport of silt and agricultural chemicals into the Deschutes River.

The managing agencies in cooperation with the Oregon Department of Environmental Quality will establish water quality standards in the Deschutes Basin and agree to monitor water quality in the area. Management objectives will include reducing siltation and agricultural chemical introductions into the Deschutes River.

The managing agencies will participate in the Federal Energy Regulatory Commission's relicensing process for the Pelton-Round Butte Project to ensure that identified outstandingly remarkable values within the planning area are maintained and enhanced.

The Oregon Department of Fish and Wildlife, State Parks and Recreation Department, Department of Environmental Quality and the Water Resources Department will establish an instream water right for the lower 100 miles of the Deschutes River for fish, recreation, pollution abatement and protection and enhancement of other identified outstandingly remarkable values after Tribal negotiations on their water rights are completed.

The management of the Deschutes River under this plan recognizes the pre-existing private property rights of landowners in waters within the Deschutes River Basin as adjudicated by the State of Oregon.

The managing agencies will develop an emergency response plan dealing with the transportation of hazardous materials within or through the Lower Deschutes River canyon as a high priority.

2) Problem: There is a lack of flow fluctuation to clean spawning gravel.

Proposed Decision -

Each year, approximately 250 cubic yards of suitable gravel will be mechanically placed in primary fish spawning beds in the three miles of river immediately downstream from the Pelton Regulating Dam.

As part of the periodic power project relicensing procedures, the managing agencies will recommend to the Federal Energy Regulatory Commission to periodically increase releases of water through Pelton Dam, especially in the early spring months, to provide for natural cleaning of silt from spawning gravel beds. Releases will be monitored to determine the effect on spawning beds as well as other downstream values, such as bank stability and riparian vegetation.

2. Wildlife Habitat/Vegetation

a. Issue: How should wildlife habitat/vegetation and conflicts between recreational users and wildlife be managed?

1) Problem: Degradation of wildlife habitat due to livestock grazing has resulted in a reduction of wildlife populations and a loss of certain types of habitat.

Proposed Decision -

Same as Fish Habitat/Water Quality and Quantity discussion.

Cooperative agreements for wildlife habitat improvements will be sought with private landowners.

The managing agencies will continue to work toward increasing public land holdings in the Deschutes River Canyon through exchange or other means and as a result, manage to increase/improve overall wildlife habitat.

The managing agencies will improve overall coordination of wildlife habitat inventories and management efforts to ensure that management objectives are met. (See Monitoring and Evaluation section.)

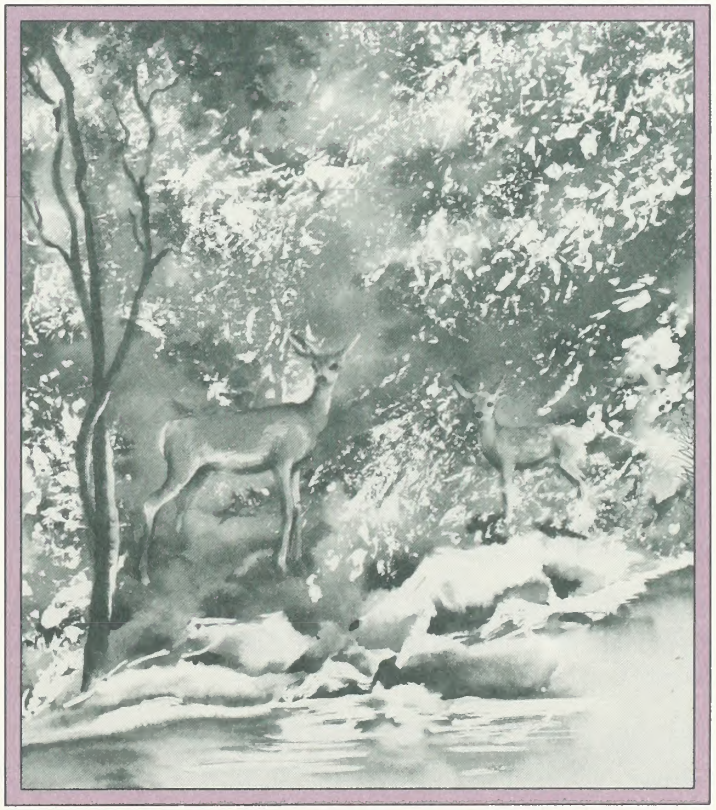
The managing agencies will coordinate and cooperate with county weed control officers on a regular basis in the control of noxious weeds. Control methods will be proposed consistent with the Record of Decision on BLM's Northwest Area Noxious Weed Control Program EIS. Control methods will then be subjected to site specific environmental analyses consistent with that

EIS. Control will be considered by the managing agencies on public and Tribally-owned lands where efforts are coordinated with owners of adjoining infested, non-public lands. Proper grazing management will be emphasized after control to minimize possible reinfestation.

Off-reservation treaty rights related to plants and animals with traditional significance to the Tribes will be recognized by the managing agencies. No management actions which would adversely affect identified root digging areas, medicine gathering areas or animal species such as otter, eagles and certain waterfowl will occur.

The managing agencies will initiate informal and formal consultation with the U.S. Fish and Wildlife Service (USFWS) on all proposed actions which may affect any Federally listed or candidate threatened or endangered species. Consultation will be done in accordance with Section 7 of the Endangered Species Act, as amended.

Supplemental vegetative seeding and planting of the best suited plant species in riparian and upland areas will be provided to speed vegetative recovery of degraded areas and increase wildlife habitat diversity.



2) Problem: Human activities including overnight camping, vehicle use and motorboating have damaged vegetation and wildlife habitat and have disturbed, harassed and displaced wildlife.

Proposed Decision -

Overnight camping will be restricted or if necessary, prohibited in sensitive wildlife areas and areas in need of rehabilitation as determined by Limits of Acceptable Change criteria. Supplemental watering will be used to establish new tree and shrub growth of the best-suited species around these sites.

All dogs will be required to be kept on a leash except while actually hunting during established hunting seasons.

Existing sensitive waterfowl nesting and resting areas, as well as small game and nongame habitat, will be enhanced at some sites through plantings and other vegetative manipulation.

Former native species of wildlife such as California bighorn sheep and sharptailed grouse will be reintroduced if transplants can be obtained.

Campsites within the riparian zone in the vicinity of Devil's Canyon, Handicap Ramp, Oak Springs, Steelie Flat, Homestead Flat and Robertson Flat and other sites will be stabilized, rehabilitated or temporarily closed to allow vegetative recovery as needed.

Degraded campsites needing rehabilitation will be closed and actively rehabilitated until vegetative recovery has occurred. Once rehabilitation is complete, human activities such as overnight camping and vehicle use may be allowed if the areas are capable of sustaining use and that use is consistent with management objectives.

New overnight camping facilities will be located outside of riparian areas and away from sensitive wildlife habitats. They will be located in sites or areas that are suitable for overnight use and where other concerns such as fire hazard either do not exist or can be adequately mitigated.

The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes total closure or limiting vehicle travel to existing or designated roads to protect or enhance wildlife habitat and other values.

The managing agencies will emphasize the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of wildlife and other natural resources in the Deschutes River Canyon.

Artificial structures such as osprey nesting platforms will be erected and maintained at some sites to enhance habitat for nesting birds and other animals.

Prescribed fire will be used as appropriate to maintain or achieve desired ecological condition.

3. Historic/Prehistoric Resources

a. Issue: How should prehistoric/historic resources be managed in conjunction with other uses?

1) Problem: Recreational use impacts prehistoric/historic resources.

Proposed Decision -

Public information and education efforts through brochures, signs, information stations and visitor contact points will be implemented to increase awareness and appreciation of cultural resources.

Use by humans and domestic animals will be managed, restricted or closed by signing or fencing if damage to significant sites occurs.

The managing agencies will conduct a cultural resource survey or resurvey of all BLM, State and Tribally-owned lands. Cultural resource sites identified will be evaluated for significance and will be managed and/or protected in accordance with applicable laws. If permission can be obtained from the landowner, identified, significant cultural resources on private land will be managed and protected through cooperative agreements with the landowner.

The managing agencies will continue to inventory lands and evaluate cultural resource properties under their jurisdictions in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Stabilization of significant sites will be implemented if feasible. If stabilization of a disturbed or threatened site is not feasible, the site will be further evaluated and salvaged to the greatest degree possible.

The managing agencies will manage the cultural resources within the Deschutes River canyon through a coordinated plan of goals and objectives common to BLM, Tribally-owned and State land. Private landowners will be encouraged to participate in this process.

The managing agencies will compile and maintain a cultural resource database/atlas, incorporating known and/or recorded historic/prehistoric resource sites (including information gleaned from ethnographic and historic sources and oral histories).

The Tribes will contribute information on significant traditional use sites/materials. In addition, overlay maps documenting all cultural resource inventory information will be maintained. This information is exempt from the Freedom of Information Act (5 U.S.C. 552) and not available for public distribution.

The other managing agencies will routinely consult with, and invite the participation of, the Tribes in the early planning stages of all development or other proposed surface-disturbing activities.

The managing agencies will coordinate fire control plans as they relate to cultural resource concerns (e.g. aggressively fighting fire to protect historic structures).

The managing agencies will protect and/or stabilize cultural resource sites from human-caused or natural sources of accelerated erosion or deterioration.

The managing agencies will increase emphasis on enforcement of established laws, regulations and policies related to the protection and preservation of historic/prehistoric resource values. A monitoring plan will be developed and implemented to document changes (natural and human-caused) and ensure adequate protection.

The managing agencies will develop and implement a public information/education program aimed at increasing public awareness of and appreciation for the significance of prehistoric/historic resources.

The managing agencies will conduct an appropriate level of inventory on lands under their jurisdiction to identify historic and prehistoric sites or features in areas proposed for surface-disturbing projects (e.g. range developments, road or trail construction, land sales [if any] and land exchanges). Sites discovered will be evaluated for significance following National Register of Historic Places criteria in connection with the State Historic Preservation Office. Federal land managing agencies consider the effect of any proposed undertaking on sites which meet the National Register criteria by following regulations of the Advisory Council on Historic Preservation or a memoranda of agreement negotiated with the Council.

In some cases, proposals will be found to have effects on National Register eligible sites. These sites will be avoided by relocating ground-disturbing activities. Where relocating a planned project is not feasible, the project will either not be allowed or mitigation of adverse effects to significant cultural values may be necessary. Mitigation will usually be an attempt to extract and preserve those attributes of a site which qualify it for the National Register. For example, many prehistoric sites are significant for the information they may provide about ancient Indian life ways and cultural adaptations. Various levels of site recording, excavation and analysis can often retrieve the important information, preserving it in records and reports.

Sites with socio-cultural values or recreational values suitable for public interpretation may be more difficult to mitigate by data recovery. Decisions about the treatment of such sites will be made on a case-by-case basis in consultation with the State Historic Preservation Officer and Advisory Council on Historic Preservation and Warm Springs Tribes, as appropriate.

2) Problem: Vandalism of prehistoric/historic resources

Proposed Decision -

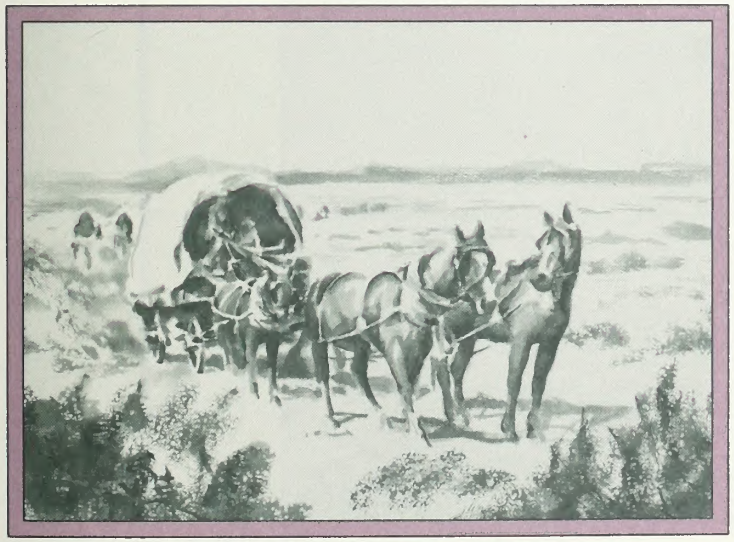
Landowners will be given the opportunity to become better educated concerning existing cultural resource laws, regulations and law enforcement/investigation procedures. Aerial surveillance and remote sensing devices will be utilized to monitor vandalism at significant sites given cost effectiveness.

Surveillance of sites which are easily accessible and/or in high recreation use areas will be conducted by field personnel, law enforcement people and/or volunteers on a regular basis. (See Monitoring and Evaluation section.)

Efforts to increase public awareness and appreciation of cultural resources and solicitation of public support in the protection of those resources through outreach and education programs will be implemented.

Cultural resource sites will continue to be protected under current laws, regulations and policies. Detection of damage will trigger mitigation activities and/or law enforcement investigations.

3) Problem: Livestock grazing impacts to prehistoric/historic resources



Proposed Decision -

Livestock grazing will be managed to eliminate impacts to prehistoric/historic sites from trampling or other damage. All range development projects will continue to be evaluated for effects to prehistoric/historic resources on BLM, State and Tribally-owned lands in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

E. Recreational Activities

1. Use Levels

a. Issue: How should recreation use levels be managed?

1) Problem: Increasing levels of use and congestion.

Proposed Decision -

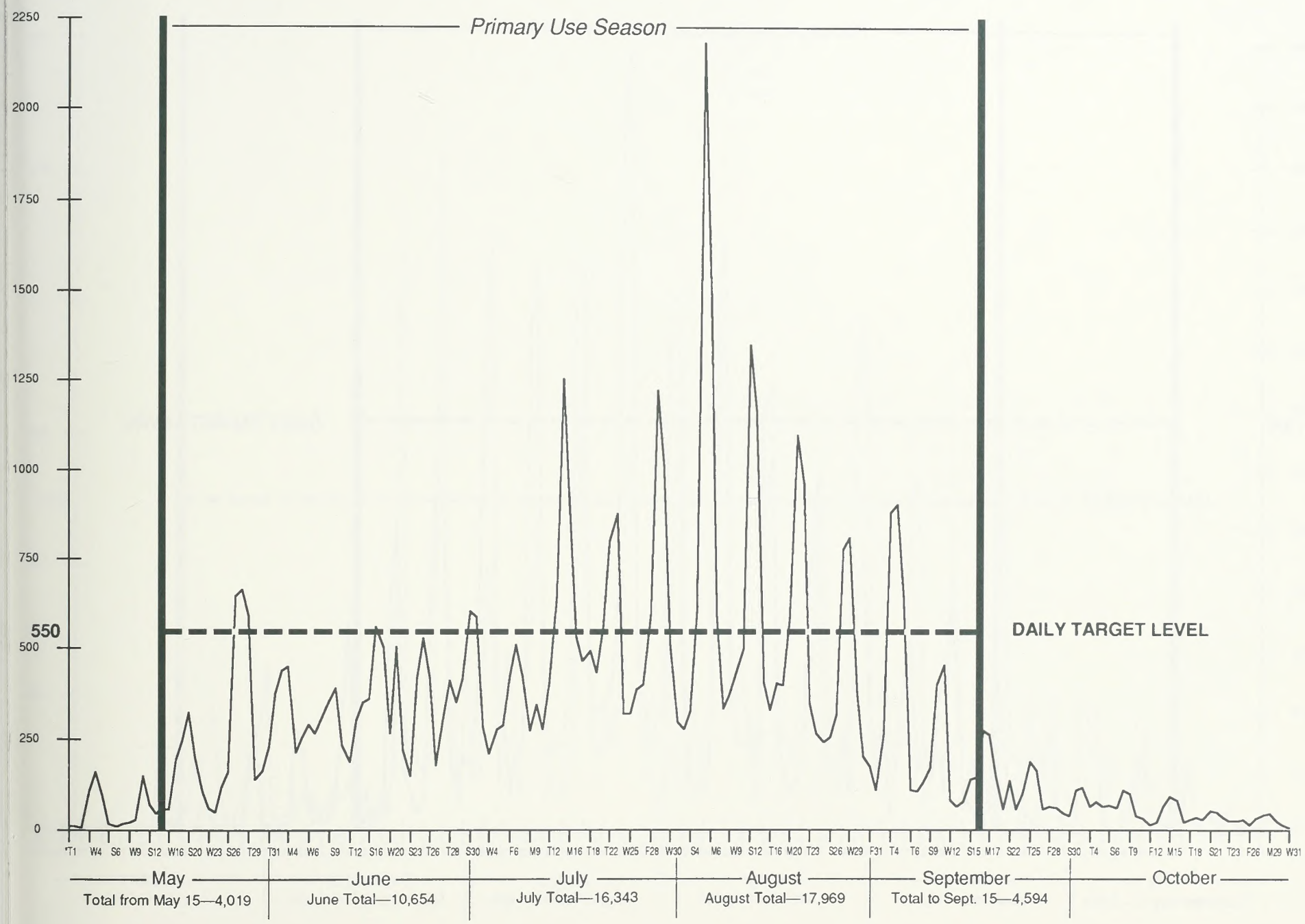
Overall boating use (motorized and nonmotorized) during the primary use season (May 15-September 15 in Segments 1, 2 and 3 and May 15-October 15 in Segment 4) will be managed at approximately 1990 seasonal levels while redistributing daily peak weekend use to weekday or other weekend periods where daily boating use is less than management target levels (see graphs). Use levels for each segment during the primary use season will be managed as follows:

Boater Use Targets[1]

Segment	*Daily Target (Boaters)*	*Seasonal Target (Boaters)[2]*
1 (Warm Springs-Trout Creek)	220	21,400
(Trout Creek-Deschutes Club Locked Gate)	330	32,200
2 (Deschutes Club Locked Gate - Sherars Falls)	1,700	74,100
3 (Sherars Falls-Macks Canyon Campground)	250	13,900
4 (Macks Canyon Campground-Mouth)	325	19,600
	Total	***161,200***

[1]The primary consideration in establishing daily and seasonal boater numbers is the mandate of the National Wild and Scenic Rivers Act to protect and enhance the outstandingly remarkable values associated with the river. They include the recreational, fishery, wildlife, cultural, archaeological, historic, geologic, scenic and botanical values as identified and described in the plan. In determining how to best protect and enhance outstandingly remarkable resource values, members of the policy group considered a wide variety of factors, including, but not limited to the number and capacity of suitable campsites, existing resource condition, user levels, past visitor and resource surveys and inventories, as well as comparisons with other river systems.
[2]Source - Actual use according to 1990 Deschutes Boater Pass Data during primary use season by segment and rounded to nearest 100.

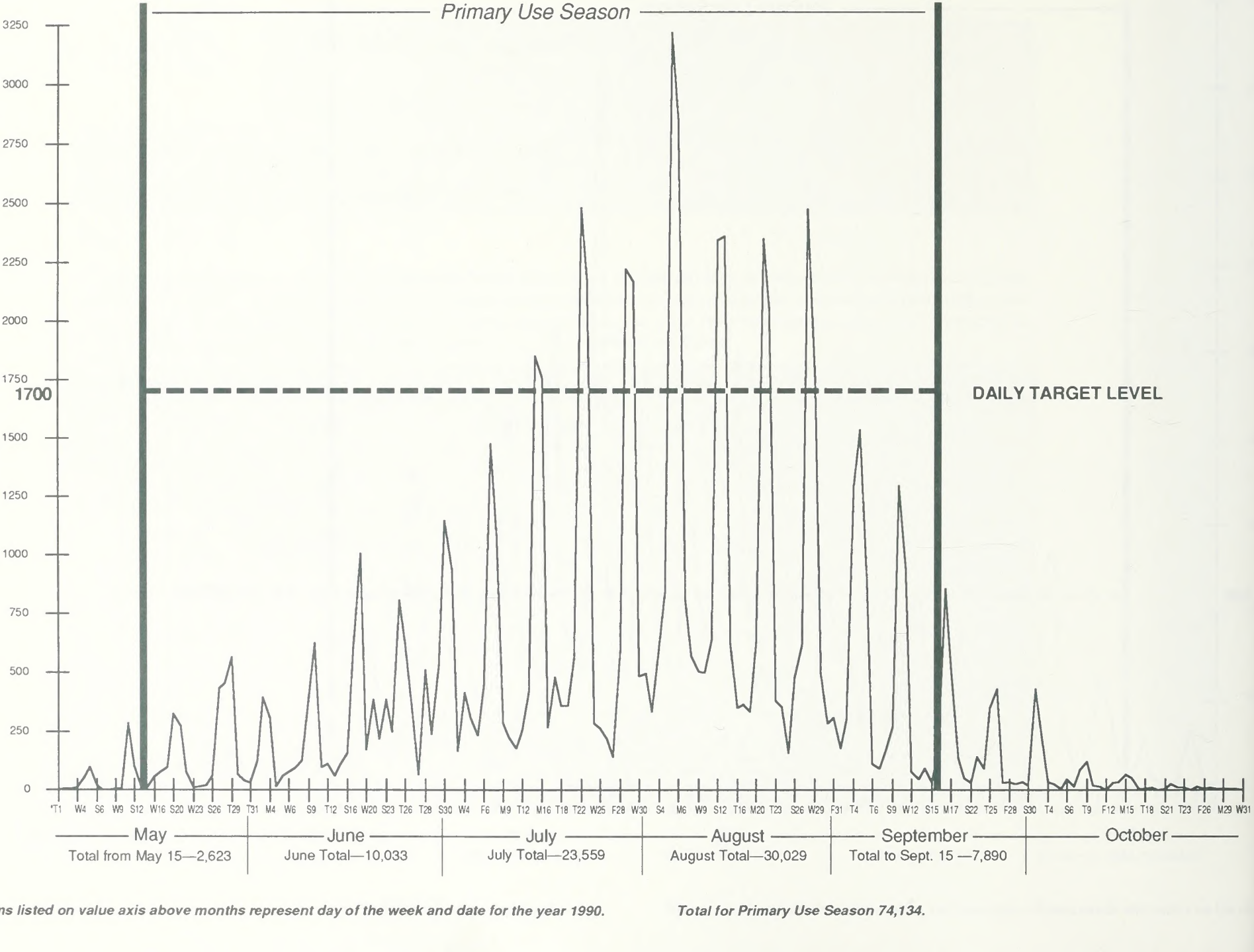
Segment 1 - Number of Boaters by Day — 1990



ns listed on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 53,579.

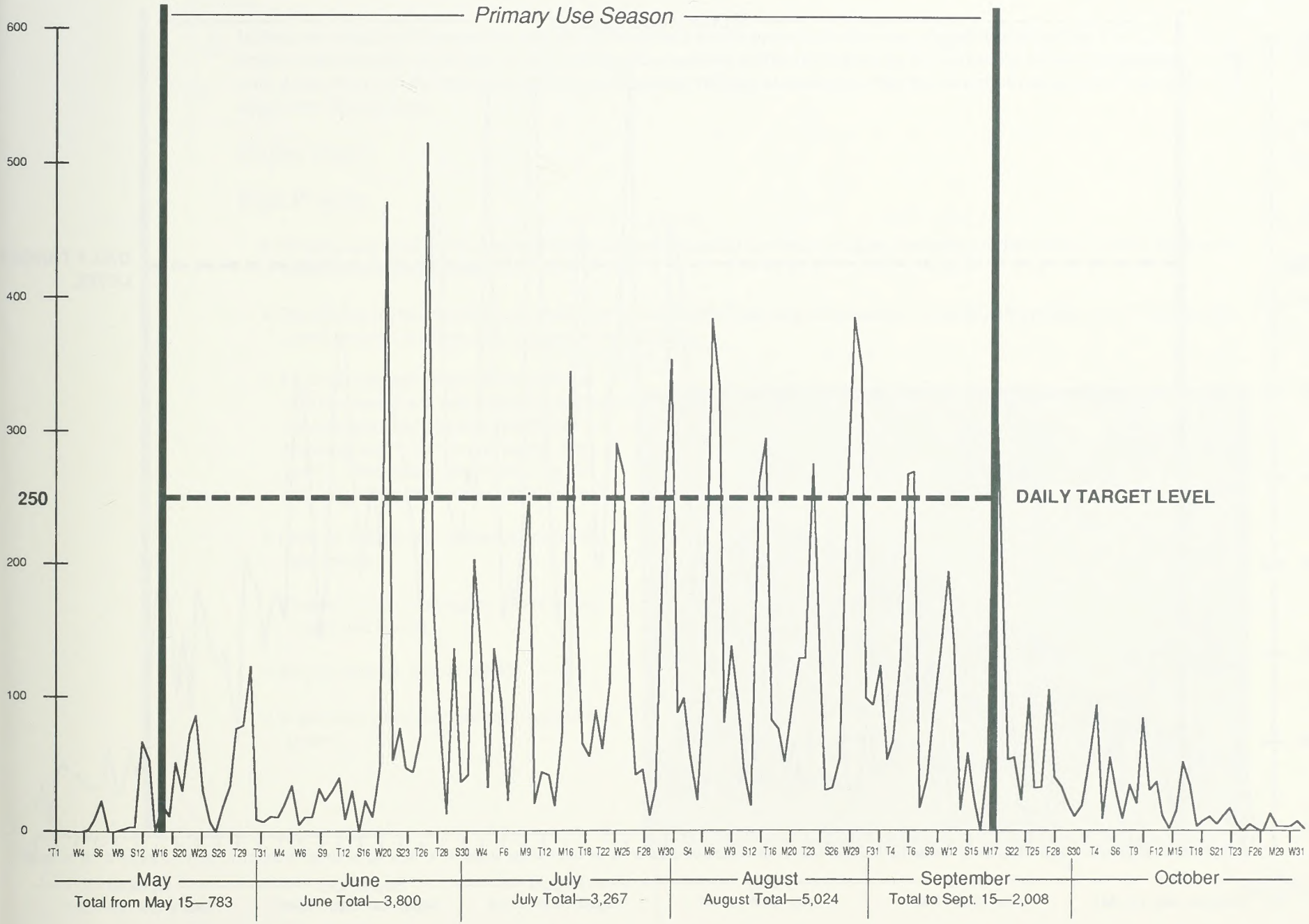
Segment 2 - Number of Boaters by Day — 1990



ns listed on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 74,134.

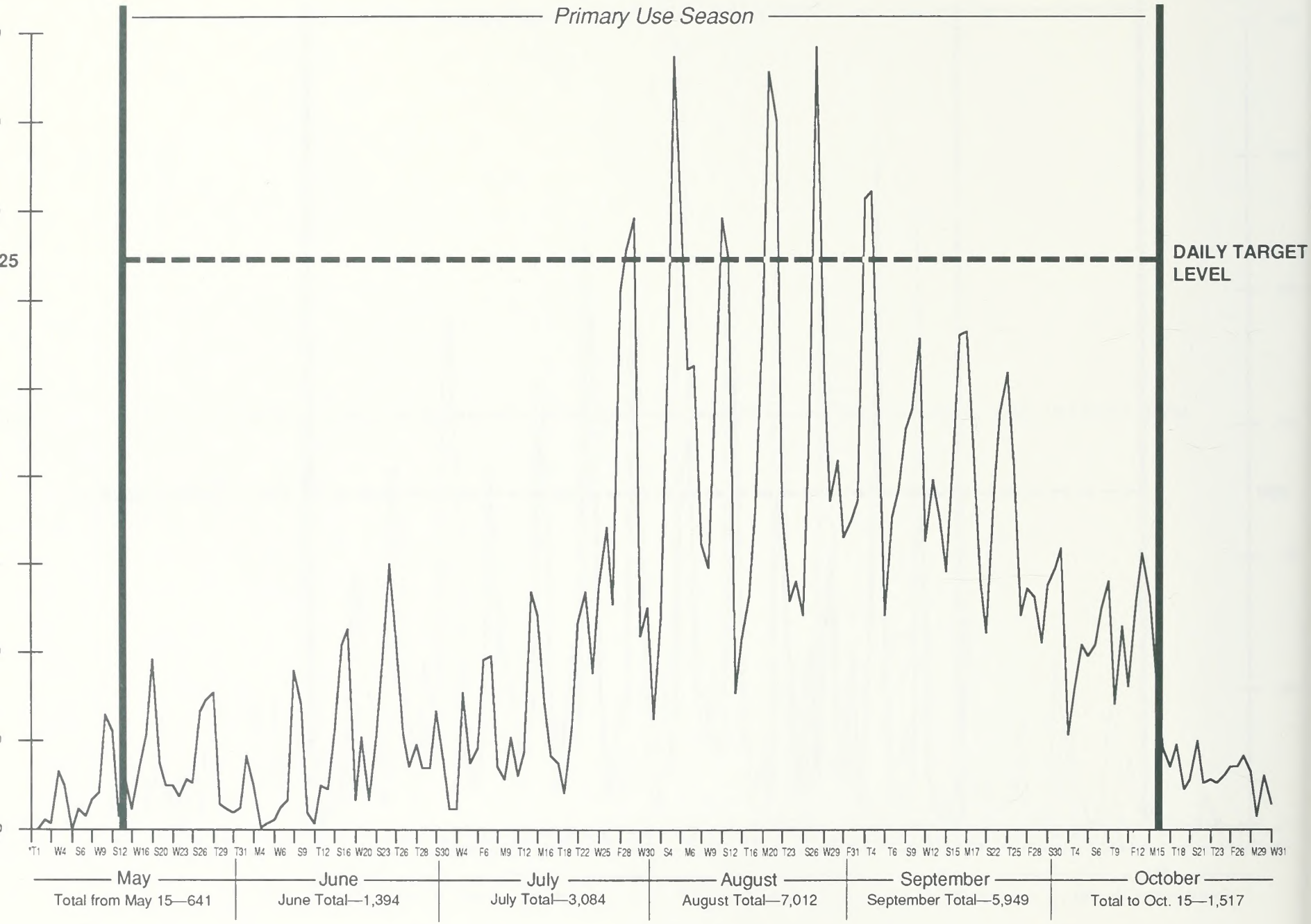
Segment 3 - Number of Boaters by Day — 1990



** ms listed on value axis above months represent day of the week and date for the year 1990.*

Total for Primary Use Season 13,882.

Segment 4 - Number of Boaters by Day — 1990



isted on value axis above months represent day of the week and date for the year 1990.

Total for Primary Use Season 19,597.

Indirect or voluntary management actions will be given a 3-year period after the date of approval of the final plan to achieve these boating use targets. Several management actions will be considered by the managing agencies beginning with those which are the least restrictive and if necessary utilizing increasingly restrictive actions to achieve management objectives. They include:

Entire river -

High Priority

- Develop and implement comprehensive user information/education program including staffed visitor contact stations at major entry/launch sites.

- Ban alcohol/open containers at boat launch sites. Alcohol ban may be expanded to additional specific sites if required as a result of social conflicts and to improve public safety.

- All project design plans where facilities will be constructed will consider protecting or improving resource condition, reducing user conflicts and improving public safety rather than increasing the capacity of the site to accommodate use.

- Phase in vehicle size (passenger capacity) restrictions.

- Confine vehicle parking for raft rentals to designated spaces.

- Require boaters to be certified.

- Implement voluntary campsite registration system.

Moderate Priority

- Regulate guided launch times and number of launches per day.
- Implement 6-people-per-day punch card system for motorized boats.
- Limit overnight camping length of stay to 24 hours.
- Designate suitable undeveloped campsites and confine boat-in camping to those areas.
- Implement a campsite reservation system.
- Further reduce nonmotorized boating party size to ten people in Segments 1, 3 and 4 and 14 people in Segment 2.
- Charge a higher fee for boater passes on peak weekend periods or in high use areas.
- Replace boater pass system with day passes for specific river segments.

Segment 1 -

- Continue 'no alcohol' policy at Warm Springs Launch Site.
- Redesign Trout Creek boat launch site and do not improve Mecca or South Junction launch sites.

Segment 2 -

- Ban alcohol at Maupin City Park.
- Utilize information/education techniques to encourage vehicle-based campers to stay in Segment 3.
- Confine vehicle parking to designated areas off the road. Expand existing areas to better accommodate parking.
- Control vehicle traffic and recreation use at Harpham Flat by banning all overnight camping, designating vehicle parking areas, requiring parking fee/permit, not allowing alcohol/open containers and providing public information/education facility.
- Ban overnight camping at Sandy Beach and do not allow alcohol/open containers.

- If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis between Harpham Flat and Sherars Falls.

Segment 3 -

- Improve boat launch facility at Pine Tree.

- If/when alternate off-river camping areas are provided at Buckhollow, ban non-Tribal overnight camping at Sherars Falls.

Segment 4 -

- Ban alcohol/open containers at Heritage Landing.

If the above actions or other similar techniques developed by the managing agencies are successful in reaching use level targets after three years of implementation and it is determined by the managing agencies that use level targets can be met through voluntary and indirect methods in the future, no limited entry system will be implemented. If voluntary and indirect methods are not successful, as a last resort, a limited entry system will be phased in as follows:

In the first year of the limited entry system, if daily and/or seasonal use levels by segment exceed target levels, daily use levels will be reduced by no more than ten percent below 1990 use levels distributed among those days in which the actual use level exceeded the targeted level for that segment. (See examples of various scenarios.)

Permits will only be required when it appears that peak use will exceed target levels. If targets are only expected to be exceeded on weekends, a limited entry system will only be implemented on weekends during that month. In addition, if targets are expected to be exceeded on weekdays, the system will be expanded to include weekdays. During the off season and other times during the primary use season on segments of the river where use levels do not exceed user targets, no permit will be required.

Use levels will be closely monitored to determine the degree to which daily use levels shift from days in which target levels are exceeded to less crowded times or segments and what, if any, additional dates or river segments are receiving use in excess of target levels. When overall use on a river segment approaches seasonal use limits and it is predicted that 1990 seasonal use levels will be attained or exceeded during the upcoming year, an additional ten percent reduction in daily use levels in excess of target levels will be made. If, as peak use levels are reduced, a disproportionate increase in nonpeak use levels still occurs, the reduction in peak use in excess target levels in the next year will be increased beyond ten percent to the point necessary to maintain overall use for that segment at 1990 levels. If, however, after a ten percent reduction in peak use, overall use levels in that segment during non-peak periods do not increase to at least 95 percent of overall 1990 levels, then additional reductions in

peak use will be deferred until such time as overall use during the primary use season in a given year does reach that level, provided that such deferral does not adversely impact the outstandingly remarkable resource values of that segment. This process of redistributing use to reach target levels will continue until both daily and seasonal targets are achieved. Indirect or voluntary management actions will also be used to supplement the limited entry system as needed to further encourage redistribution of use.

The effects of this system of bringing user levels within daily and seasonal standards on the outstandingly remarkable resource values will be monitored and evaluated using the limits of acceptable change process. Seasonal and/or daily use targets may be raised or lowered through this process as discussed in the Monitoring and Evaluation section of this document. Key indicators, management standards and actions may be expanded and/or refined as better data becomes available.

Peak Use Reduction Scenarios

Example 1

	1990 Seasonal Use Target	Year 3 Actual Seasonal Use
Segment 2	74,100	74,100 or less

Assumes high success in redistributing peak use to non-peak periods achieving the daily use targets with no increase in seasonal use in Segment 2.

Daily and seasonal use targets are met. No limited entry system will be implemented as long as daily and seasonal use levels do not increase over target levels and the identified outstandingly remarkable values are protected and enhanced.

Example 2

	1990 Seasonal Use Target	Year 3 Actual Seasonal Use
Segment 2	74,100	74,100

Assumes success in maintaining seasonal use targets at 1990 levels, however daily targets of 1,700 are exceeded by a total of 3,000 boaters on six days. In this case, only a four percent reduction is needed to meet both daily and seasonal targets. When those 3,000 boaters begin to use non-peak periods daily and seasonal targets will have been achieved, no further reductions will be made as long as identified outstandingly remarkable values are protected and enhanced.

Example 3

	1990 Seasonal Use Target	Year 3 Actual Seasonal Use
Segment 2	74,100	80,000

Assumes high success in redistributing peak use to non-peak periods, however, overall use has still increased by 5,900 boaters above Segment 2 seasonal target levels.

By reducing use by 5,900 boaters on peak weekends where daily target levels are exceeded, we reduce seasonal use to 74,100. We also discover that with that reduction, there are no other days where daily use exceeds the target of 1,700 boaters. Daily and seasonal use targets are met. No further reductions will be made as long as the identified outstandingly remarkable values are protected and enhanced.

Example 4

	1990 Seasonal Use Target	Year 3 Actual Seasonal Use
Segment 2	74,100	80,000

Assumes moderate success in redistributing peak use to non-peak periods with overall use increasing by 5,900 boaters above Segment 2 seasonal target levels.

By reducing use by 5,900 boaters on peak weekends where daily target levels are exceeded, we reduce seasonal use to 74,100. We discover, however, that with that reduction there are still six days where use exceeds the daily target of 1,700 boaters. Seasonal targets are met but daily targets are exceeded by 3,000 boaters. The original 5,900 boater reduction would be increased by 3,000 to 8,900 (up to an additional ten percent of the 1990 seasonal target). In this case only a four percent reduction is needed to meet both daily and seasonal targets. When those 3,000 boaters begin to use non-peak periods daily and seasonal targets will have been achieved. No further reductions will be made as long as the identified outstandingly remarkable values are protected and enhanced.

Example 5

	1990 Seasonal Use Target	Year 3 Actual Seasonal Use
Segment 2	74,100	85,000

Assumes low success in redistributing peak use to non-peak periods and significant increases in overall use (10,900 boaters) above 1990 seasonal target levels.

By reducing use by 10,900 on peak weekends where daily target levels are exceeded, we reduce seasonal use to 74,100. We discover, however, that with that reduction there are still 12 days where use exceeds the daily target of 1,700 boaters. Seasonal targets are met but daily targets are exceeded by 15,000 boaters. The original 10,900 boater reduction would be increased by 7,400 to 18,300 (up to an additional ten percent of the 1990 seasonal target). In this case, the full ten percent reduction would be taken.

In the following year, we find that only 2,500 boaters shifted their use to non-peak periods after the reduction in the previous year. Seasonal use totals 69,200 (74,100 minus 7,400 reduction plus 2,500 shift). The 69,200 is 93 percent of the 74,100 seasonal target. No further reductions would be made assuming the identified outstandingly remarkable values are still being protected and enhanced. After the next season, we find that Segment 2 use in non-peak periods increased by 4,000 boaters over 1995 levels. This brings seasonal use levels in Segment 2 to 73,200 (99 percent of 74,100 seasonal target). We also discover there are still eight days where use exceeds the daily target of 1,700 boaters. Seasonal targets are met but daily targets are exceeded by 5,000 boaters. A reduction would then be implemented on those eight days to reduce seasonal use by approximately six percent. Daily and seasonal targets would then be met. No further reductions would be made as long as the identified outstandingly remarkable values are protected and enhanced.

Non-boating use levels will also be managed to the same standards as those outlined for boating. Suitable levels of use will be determined as necessary data becomes available (see Fisheries, Camping and Other Recreational Users description under Limits of Acceptable Change section).

2. Use Allocation

a. Issue: If a limited entry system is implemented, how should use be allocated?

1) Problem: No allocation system to regulate recreation use has been established.

Proposed Decision -

No allocation methods using a permit system will be implemented for a period of three years after the date of final plan approval. Other management techniques will be emphasized to resolve user conflicts, reduce environmental effects, and maintain seasonal use at 1990 levels. The managing agencies will aggressively pursue all reasonable measures during the 3-year period to avoid the need to implement a permit system. Management techniques to be employed are discussed in more detail in the Use Levels section.

Immediately following the end of the 3-year period, a report will be published detailing the management actions taken, monitoring data and trends, and an evaluation of the success of non-permit measures. As ongoing monitoring identifies areas of concern, direct actions will be taken to manage use in those areas. Success of non-permit techniques will be evaluated based on three primary criteria:

1. All outstandingly remarkable values must be maintained or enhanced. Each river segment must have demonstrated improvement in the composition, vigor and function of riparian vegetation present. The overall trend in all high use recreation sites must be static or upward, with no evidence of significant deterioration due to recreation use. Baseline data will include the BLM campsite inventory photographs, vegetation monitoring, other remote sensing products and additional data contributed by other agencies.

2. Use pressure problems must be declining. Camping longer than the camp stay limit, camping on public lands closed to camping and vegetation damage related to vehicle use off existing roads, pioneering of new campsites and boat launch/landing sites must be declining on all river segments.

3. Seasonal use levels must be at or below the 1990 level for the last two years of the 3-year period on each segment. Daily use levels must be no more than ten percent over target levels on any day during the primary use season. If use exceeds the 1990 level for the last two seasons of the 3-year period (or any subsequent 2-year period), a permit system will be indicated for at least a portion of the season. The 1990 use level threshold for instituting a permit system may only be modified by agreement of all the managing agencies, with public review and clear rationale based on the above criteria.

Any instance where daily use targets are not met for two consecutive years will indicate more restrictive measures are required. Permit types of allocation techniques, beyond the existing boater pass, will not be used to respond to fluctuations in use relative to daily use targets unless seasonal use limits are exceeded, the above criteria are not met, or non-permit measures have been unsuccessful.

Over the first two years of the 3-year period, the design of a permit system will be developed by the managing agencies. It should be noted that the Confederated Tribes in adopting this management plan, have also adopted a "Freedom of Choice" allocation system. The managing agencies will attempt to reach consensus on the allocation issue. The proposed Deschutes River allocation system will be published for public review and comment together with all supplemental analyses developed by the managing agencies. At least 60 days of public comment opportunity will be provided.

This will allow some allocation issues to be resolved by gathering more factual information or conducting additional analysis. This information will be displayed with the proposed permit system. Additional data collection and analysis will include:

1. Cost of implementation for various allocation methods,

2. Combination of methods which best fits the Lower Deschutes River,

3. Desirability of quantifying public use privileges (guided and nonguided) on the Lower Deschutes River,

4. Desirability of tracking individuals on each permit rather than trip leader or party,

5. The effects of various allocation methods on different segments of the user public, and

6. Criteria indentified in the Draft Lower Deschutes River Management Plan/Environbmental Impact Statement, as well as other factors identified before or during the information gathering and analysis process.

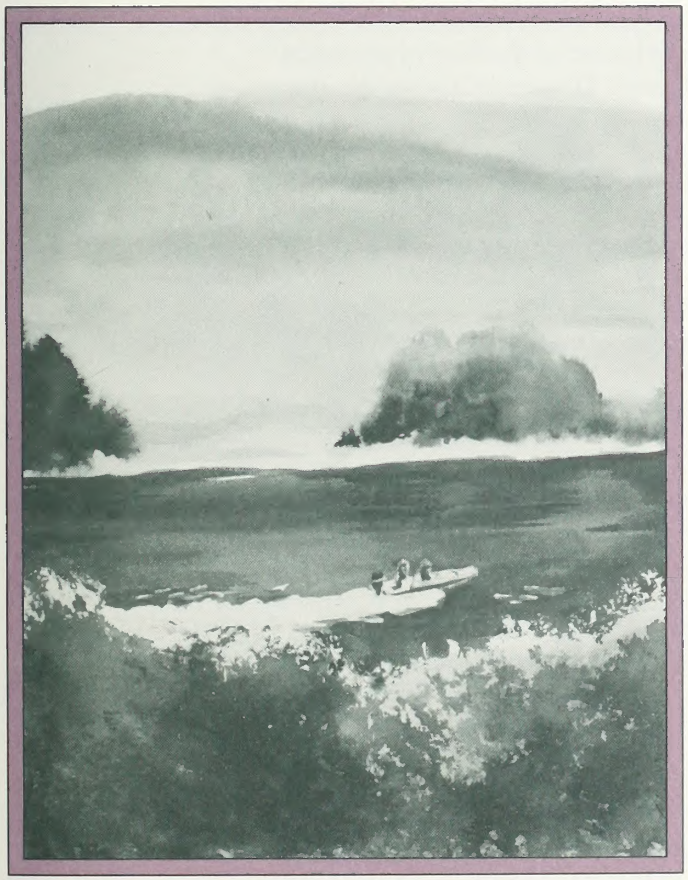
The allocation decision will be made before the end of the 3-year period and adopted as part of the final plan.

3. Boating: Motorized

a. Issue: How should motorized boating be managed?

1) Problem: Congestion and user conflicts

Proposed Decision -



The existing motorboat deadline at the northeast edge of the Confederated Tribes of Warm Springs which extends upstream to Pelton Dam will not be modified.
From the existing motorboat deadline downstream to the mouth of Buckhollow Creek (just downstream from Sherars Falls) motorboat use will not be allowed from May 15 to October 15. From October 16 to May 14, motorboat use will be allowed for three years. A maximum of five boats per day will be allowed on a first come-first served basis. Three years after the date of approval of the final plan, the seasonal closure will become a year-round ban in this area. From the mouth of Buckhollow Creek to Macks Canyon Campground, motorboat use will not be allowed from June 15 to September 30. Motorboat use will be allowed from October 1 to June 14. From Macks Canyon Campground to Heritage Landing, motorized boat use will be allowed year-round except from June 15 to September 30 motorboat use will be allowed ten days out of every 14-day period. On alternating Thursday, Friday, Saturday and Sunday periods, motorboat use will not be allowed.

Motorized boat use, when and where allowed, will be regulated within the use levels and by the same allocation method described in the Use Levels and Allocation sections.

During the periods when motorboats are allowed they will be allowed to operate from legal sunrise to legal sunset.

When allowed, each motorboat will be able to make up to two round trips from Heritage Landing and Macks Canyon per day, except for emergencies.

Each motorboat will be allowed to carry a maximum of six people, including the operator.

The bans and restrictions on motorized boats in any segment will not apply to motorized craft used for necessary landowner access, administrative uses and emergency services. Landowner access by motorized boat will be allowed to continue in the same manner and degree as in the past to provide reasonable access to private land. Other than direct ingress and egress, motorized boat use by private landowners will be subject to the same conditions and restrictions as apply to other motorized boat users.

All floating craft, except float tubes, will observe a pass-through zone from the no-wake zone at Moody Rapids to the upstream end of Rattlesnake Rapids, and motorized boat users will not be allowed to camp on the west side of the river from Free Bridge to Sharp's Bar.

One U.S. Coast Guard certified tour boat with a maximum of 16 passengers with a permit to be issued on the basis of an annual bid and prospectus will be allowed in Segment 4 during periods when motorboats will be allowed. This use will be for day use sightseeing and picnicking only.

All commercial outfitters and guides will continue to be subject to a Special Recreation Use Permit administered by the BLM.

Public use brochures and a map to inform and educate boaters on how to avoid peak use periods, reduce user impacts and utilize less crowded sections of the river during open periods will be developed.

The managing agencies will emphasize the development of a coordinated public information and education program which utilizes signs, brochures, maps and other material to gain public understanding of motorboating use regulations, campsite availability and access to the river so as to disperse use, promote good outdoor manners, respect for other users while operating a motorboat and public safety.

The managing agencies will increase and better coordinate enforcement efforts regarding laws and administrative rules.

The managing agencies will ensure that State noise standards for motorboats are enforced.

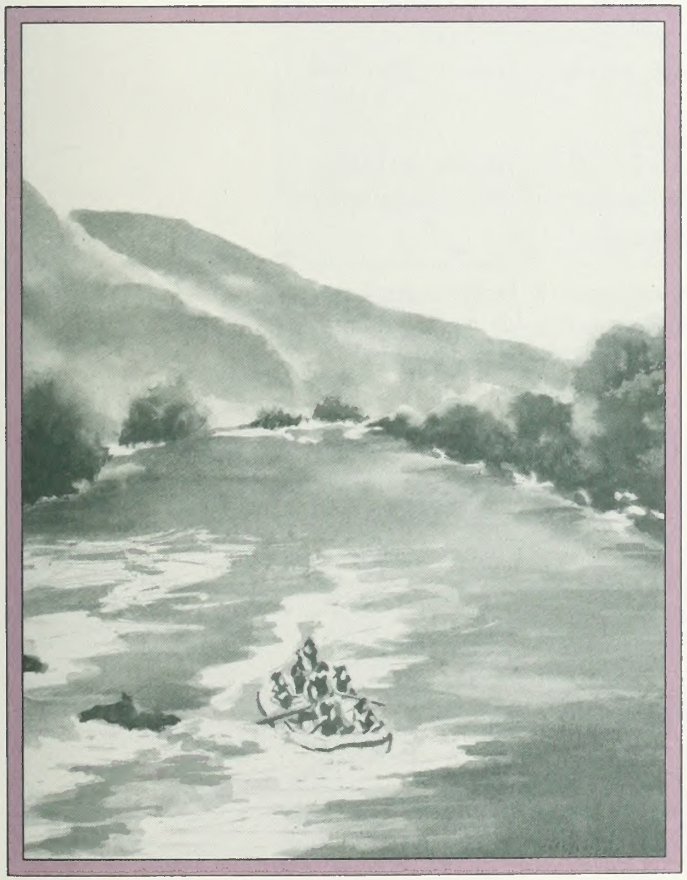
The managing agencies will develop a cooperative system for gathering and analyzing motorized boating data to maintain accurate monitoring information to ensure that management objectives are met.

4. Boating: Nonmotorized

a. Issue: How should nonmotorized boating be managed?

1) Problem: Crowding and User Conflicts

Proposed Decision -



Nonmotorized boat use will be regulated within the use levels and by the same allocation method described in the Use Levels and Allocation sections.

Public use brochures and a map will be published to inform and educate boaters on how to avoid peak use periods, reduce user impacts and utilize less-crowded sections of the river.

All floating craft, except float tubes, will be required to display a boat identification tag.

The managing agencies will ban the use of mechanized "water cannons".

Party size will be limited to 16 people in Segments 1, 3 and 4 and 24 people in Segment 2.

All floating craft, except float tubes, will be required to observe a pass-through zone from the no-wake zone at Moody Rapids to the upstream end of Rattlesnake Rapids.

The managing agencies will emphasize the development of a coordinated public information and education program which utilizes signs, brochures, maps and other material. The purpose will be to gain public understanding of boating use regulations, availability of campsites and access to the river so as to disperse use and promote good outdoor manners and public safety.

The managing agencies will increase and better coordinate enforcement efforts regarding laws and administrative rules.

The managing agencies will develop a cooperative system for gathering and analyzing nonmotorized boating data to maintain accurate monitoring information to ensure that management objective are met.

5. Fishing

a. Issue: How should a quality fishing experience be maintained or enhanced?

1) Problem: Competition for fishing areas.

Proposed Decision -

Current angling regulations will only change to assist in meeting fish management objectives. Basic site protection measures will be provided at major fishing areas to better accommodate use. Riparian enhancement measures will be implemented to increase the number of desirable angling sites. Public easements for angling access will be acquired on private lands on a willing seller basis. Additional public access will be provided through land exchange, purchase, or other means as opportunities arise which are consistent with the goals and objectives of this plan.

A hiking and mountain bike trail will be developed on the east side of the river from Trout Creek to North Junction to better distribute anglers. Additional roadside vehicle parking areas will be provided adjacent to the Deschutes Access Road between the Deschutes Club Locked Gate and Macks Canyon.

Walk-overs or walk-throughs will be installed and maintained in the riparian livestock exclosure fences to facilitate angler access to the river. The Eastside Access Road will connect Harris Canyon and Deschutes State Park with a hiking, mountain bike and horse trail. The river between Moody Rapids and Rattlesnake Rapids will be designated for hike-in and bike-in anglers only.

The managing agencies will emphasize the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of the Deschutes River fishery, good outdoor manners, public safety, angling rules and regulations as well as to better disperse angling and non-angling uses along the river.

The managing agencies will continue to coordinate enforcement of regulations and administrative rules. Level of enforcement will be increased on a cooperative basis.

Improved on-the-ground identification of BLM, State, Tribally-owned and private lands along the river will be completed by the managing agencies to reduce trespass.

The outstandingly remarkable fishery values in the Lower Deschutes River will be managed for protection and enhancement in compliance with the Oregon State Scenic Waterways Act and the National Wild and Scenic Rivers Act. The fishery will be managed with the following major objectives:

Species	*Total Return*	*Harvest*	*Spawning Escapement*
Spring chinook	8,500-12,000	5,500- 8,000	3,000- 4,000
Fall chinook	10,000-12,000	4,000- 5,000	6,000- 7,000
Summer steelhead	16,000-22,000	6,000-12,000	10,000
Rainbow trout	managed as wild fish, maintained at a total population indicated by 1,500-2,500 fish per mile larger than eight inches in the Nena Creek area with 30 percent of those 1,500-2,500 fish per mile being over 12 inches		
Bull trout	maintain existing population		
Sockeye	develop and maintain a self-sustaining run when and if technology is developed to successfully pass juvenile and adult fish over the Pelton-Round Butte Hydroelectric Complex		

The managing agencies involved with fisheries management will develop a cooperative system for gathering and analyzing angling data to maintain accurate monitoring information to ensure that management objectives are met.

6. Camping

a. Issue: How should overnight camping be managed?

1) Problem: Campsite availability, quality of facilities and environment.

Proposed Decision -

Undeveloped campsites will be managed with the following objectives in mind:

1. First and foremost is the protection and enhancement of the resource and public values identified in the plan.

2. Overnight camping will be managed with the least restriction and regimentation on campers necessary to ensure the protection and enhancement of the resource and public values identified in the plan.

3. The most favored means of management will be informational measures by which campers can voluntarily achieve management standards.

4. Site stabilization measures which detract from the physical appearance of the natural river corridor will be minimized.

5. Positive steps will be taken to protect the rights of the private property owner while at the same time encouraging private property owners to make accommodations for the public benefit.

6. Signing will be done in a manner to cause the least visual disruption in the planning area.

7. In general, signing will be used to designate areas where overnight camping is prohibited as opposed to where overnight camping is allowed.

Sanitation facilities (toilets) will be constructed at heavily used boat-in campsites to be determined on a site-by-site basis for resource protection and visitor safety. The density of new toilet placement will generally not exceed one every two miles.

Campers will be required to pack out all human waste and garbage from sites with no sanitation or garbage facilities. Sanitation disposal facilities will be provided at boat landings.

Degraded campsites needing rehabilitation will be closed and actively rehabilitated until vegetative recovery has occurred. Once rehabilitation is complete, overnight camping may be allowed if the campsites are capable of sustaining use and that use is consistent with management objectives.

Undeveloped sites where significant conflicts exist with cultural, riparian and/or wildlife values will be closed and rehabilitated if the conflict cannot be mitigated. Basic site protection measures will be provided as needed to stabilize sites and minimize impacts to soil and vegetation. (See Monitoring and Evaluation section.)

Overnight camping will continue to be prohibited on all islands.

Developed/semi-developed campgrounds will be managed under the following objectives:

If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls.

Those areas where a water system exists will have waste water disposal facilities for "gray water" provided.

Campsites and other developed facilities in roaded segments of the river will be designed for access and use by the handicapped.

New overnight camping facilities will be located outside of the riparian areas and away from sensitive wildlife habitats.

Overnight camping fees will be charged for all campsites on public land which are accessible by vehicle.

Vehicle camping will be limited to designated campsites only.

Other management actions to be taken are:

Public brochures and maps will be developed to inform and educate campers on how to avoid peak use periods and utilize less crowded sections of the river.

The managing agencies will develop a cooperative system for gathering and analyzing overnight camping data to maintain accurate monitoring information to ensure that management objectives are met. (See Monitoring and Evaluation section.)

Overnight camping group size will be determined by the size and capability of the site; however, in no case will group size exceed 16 people per site in Segments 1, 3 or 4 and 24 in Segment 2. Larger parties will be discouraged. Overnight camping length of stay will be limited to four nights in undeveloped sites and 14 nights in developed sites except at Deschutes State Park where the camping limit will be ten days out of 14. Motorized boats will be limited to seven nights between May 15 and October 15 in those areas where they are allowed. All camping equipment and personal property will then be removed from the area and cannot be relocated within 1/4-mile of the same site for a period of at least 14 nights.

If overnight camping use levels exceed site capacity on a regular basis, the length of stay will be reduced to two nights in undeveloped sites and seven nights in developed/semi-developed campgrounds and if necessary, further reduced to one night and four nights respectively during peak use periods. As a last resort, if overnight camping use levels exceed site capacity, a campsite reservation system will be implemented during peak use periods.

Segment 1 - 143 sites (public land) - 140 undeveloped/primitive non-vehicle access sites and three developed/semi-developed campgrounds with 70 individual campsites.

Segment 2 - 14 sites (public land) - six undeveloped/primitive non-vehicle access sites and eight developed/semi-developed campgrounds with 48 individual campsites.

Segment 3 - 40 sites (public land) - 32 undeveloped/primitive non-vehicle access sites and eight developed/semi-developed campgrounds with approximately 67 individual campsites.

Segment 4 - 142 sites (public land) - 135 undeveloped/primitive non-vehicle access sites, six undeveloped/primitive drive-in/boat-in sites and one developed campground at Deschutes State Park with 34 individual campsites.

See Maps 3 and 4 for locations of camping areas.

Additional overnight camping facilities will be constructed on BLM, State and Tribally-owned lands as follows:

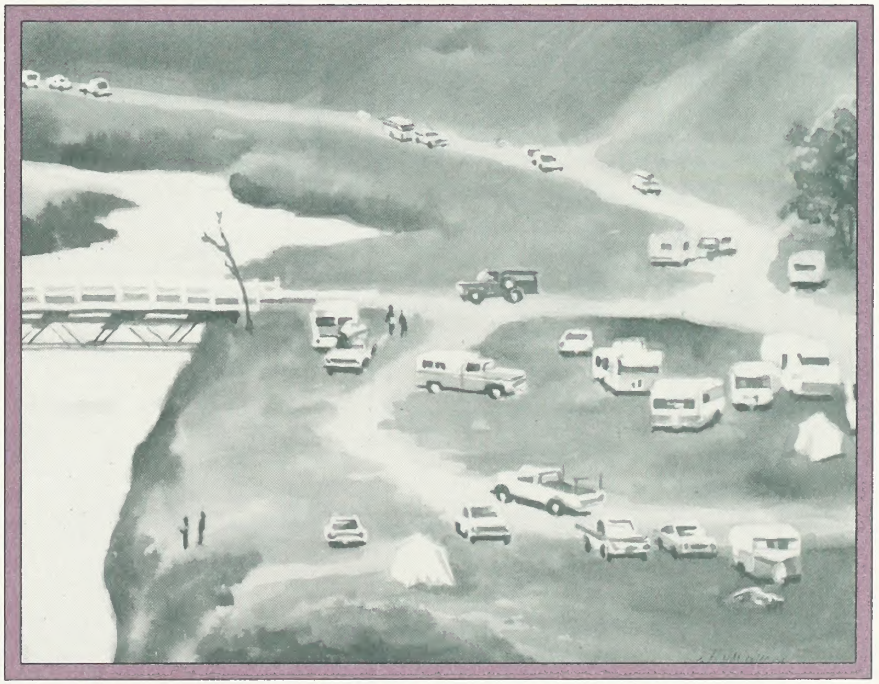
Segment 1: Three developed/semi-developed campgrounds with approximately 70 sites will be provided on BLM and Tribally-owned lands. The existing campground at Trout Creek will be improved to include new toilets. An additional launching/landing ramp may be provided or the existing ramp expanded if needed to adequately protect resource conditions. South Junction will have gravel parking areas and necessary barriers to confine parking and camping to designated areas. New toilet facilities will also be provided. Dry Creek will receive minor site rehabilitation.

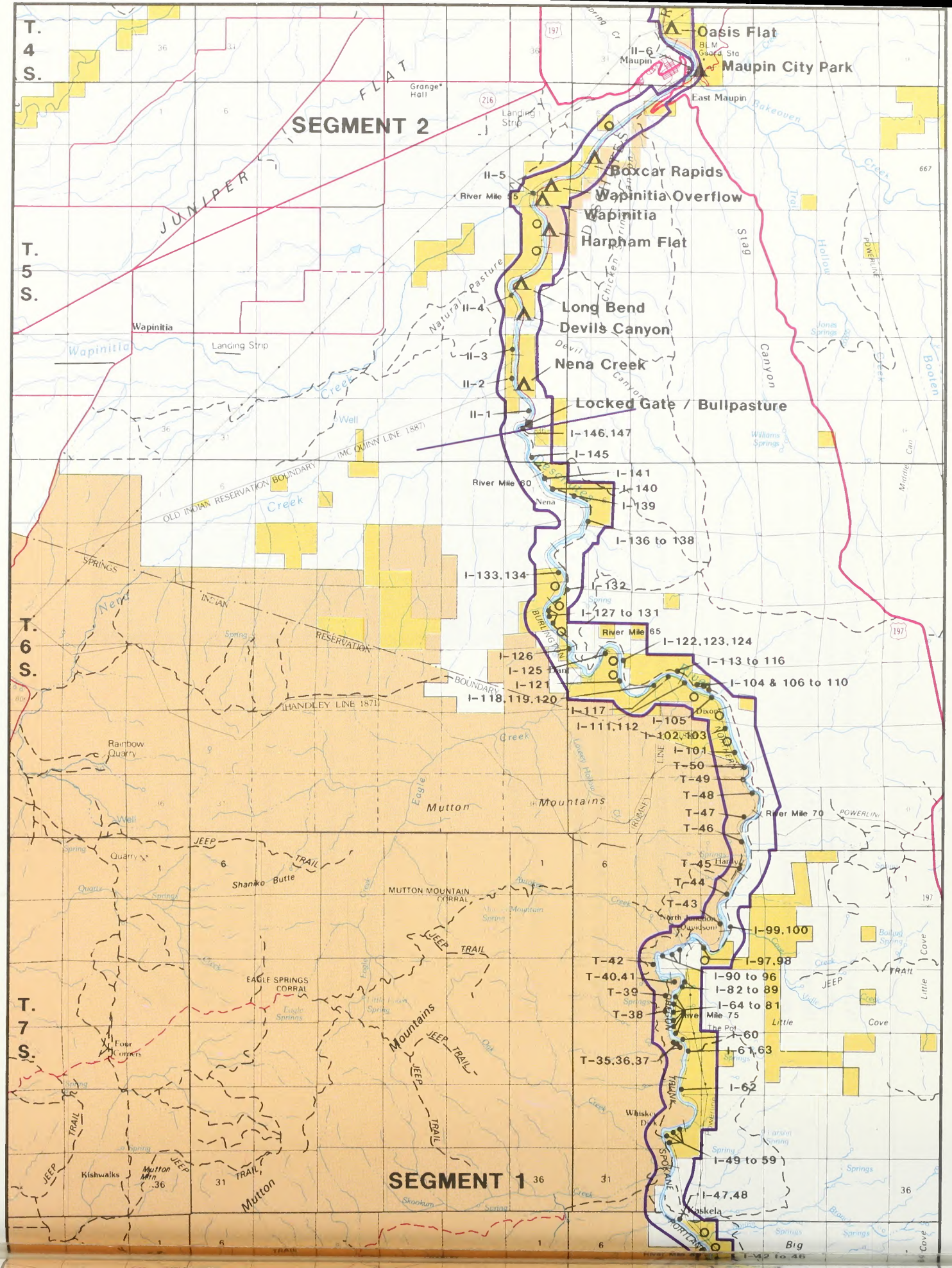
Segment 2: Eight developed/semi-developed campgrounds with 48 sites will be provided. The existing camping areas at Nena Creek, Devil's Canyon, Long Bend, Wapinitia, Oasis, Grey Eagle, Blue Hole and Oaksprings will be stabilized and specific campsites designated. Harpham Flat will be developed for day use and boat launch and landing if long-term public access and management control can be established. Site stabilization including gravel, barricading and toilets will be provided. Alternate launch/landing sites may also be considered as substitutes for the primary launch location. Maupin City Park will continue to be administered by the City of Maupin. It will be converted to a day use and boat launching and landing area if off-river facilities are provided at Maupin. The City will attempt acquisition of adjacent private land for expansion.

White River will also be developed for day use and Sandy Beach will be developed into a major landing facility with upland parking, day use and group area providing long-term public access and management control can be established. If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls.

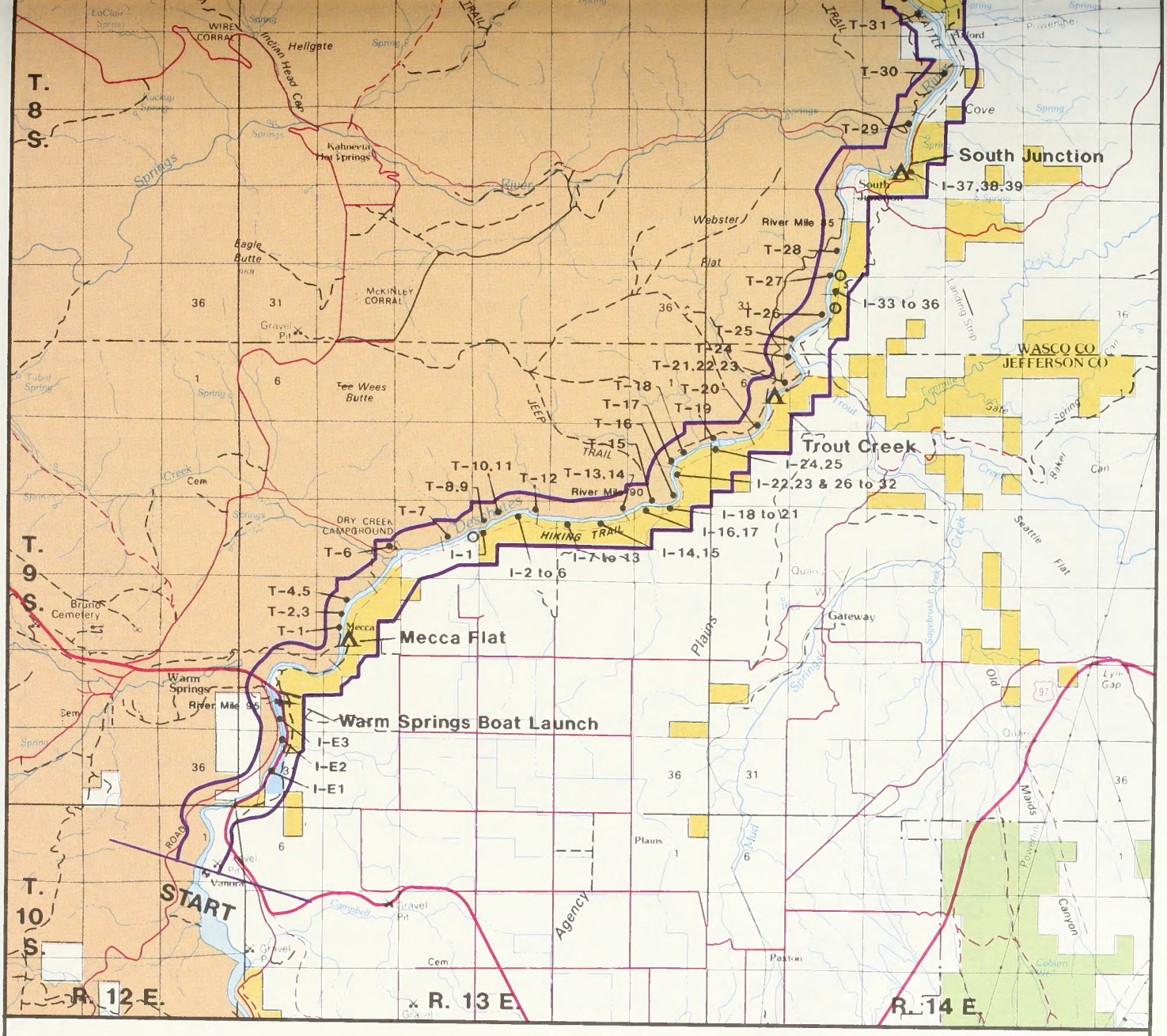
Segment 3: Eight developed/semi-developed campgrounds with approximately 67 units will be provided on BLM lands. Buckhollow will include a campground with space for recreation vehicles if private land can be acquired. Pine Tree launch site will be upgraded and only boat launching and day use allowed. Boulder Flat will be opened to day use only. Overnight camping areas at Twin Springs, Oakbrook, Gert and Jones Canyon and Upper and Lower Rattlesnake will be stabilized with designated camping sites. Beavertail and Macks Canyon Campgrounds will have increased maintenance.

Segment 4: Bank stabilization and toilet facilities will be provided at Kloan. One developed campground at Deschutes State park with 34 sites will continue to be provided.





T. 4 S.
T. 5 S.
T. 6 S.
T. 7 S.
SEGMENT 2
SEGMENT 1
Oasis Flat
Maupin City Park
Boxcar Rapids
Wapinitia Overflow
Wapinitia
Harpham Flat
Long Bend
Devils Canyon
Nena Creek
Locked Gate / Bullpasture
II-6
II-5
II-4
II-3
II-2
II-1
I-146,147
I-145
I-141
I-140
I-139
I-136 to 138
I-133,134
I-132
I-127 to 131
I-122,123,124
I-113 to 116
I-104 & 106 to 110
I-126
I-125
I-121
I-118,119,120
I-117
I-111,112
I-105
I-102,103
I-101
T-50
T-49
T-48
T-47
T-46
T-45
T-44
T-43
I-99,100
I-97,98
I-90 to 96
I-82 to 89
I-64 to 81
T-42
T-40,41
T-39
T-38
I-60
I-61,63
T-35,36,37
I-62
I-49 to 59
I-47,48
I-42 to 46
River Mile 55
River Mile 60
River Mile 65
River Mile 70
River Mile 75
Maupin
East Maupin
Wapinitia
Nena
Dixon
Harley
North Junction
Davidson
Kaskela
Whiskey Dick
Four Corners
Kishwalks
Rainbow Quarry
Shaniko Butte
Mutton Mountains
MUTTON MOUNTAIN CORRAL
EAGLE SPRINGS CORRAL
JUNIPER FLAT
OLD INDIAN RESERVATION BOUNDARY (MC QUINN LINE 1887)
INDIAN RESERVATION BOUNDARY (HANDLEY LINE 1871)
BURLINGTON
SPOKANE
PORTLAND
JEEP TRAIL
Stag Canyon
Bakeoven Creek
Natural Pasture
Devil Canyon
Chicken Springs
Landing Strip
Grange Hall
Williams Springs
Jones Springs
Little Cove
Big Cove
Mutton Mtn
Skookum Spring
Eagle Springs
Lousey Hollow
Dant
Spring
Well
Quarry
Creek
Middle Can
Booten
Hollow
Trail
POWERLINE



LEGEND

▲ Developed Campground

△ Semi-Developed Campground

I-60 Undeveloped Campsites

○ Undeveloped Campsites Needing Further Review

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER

CAMPING AREAS

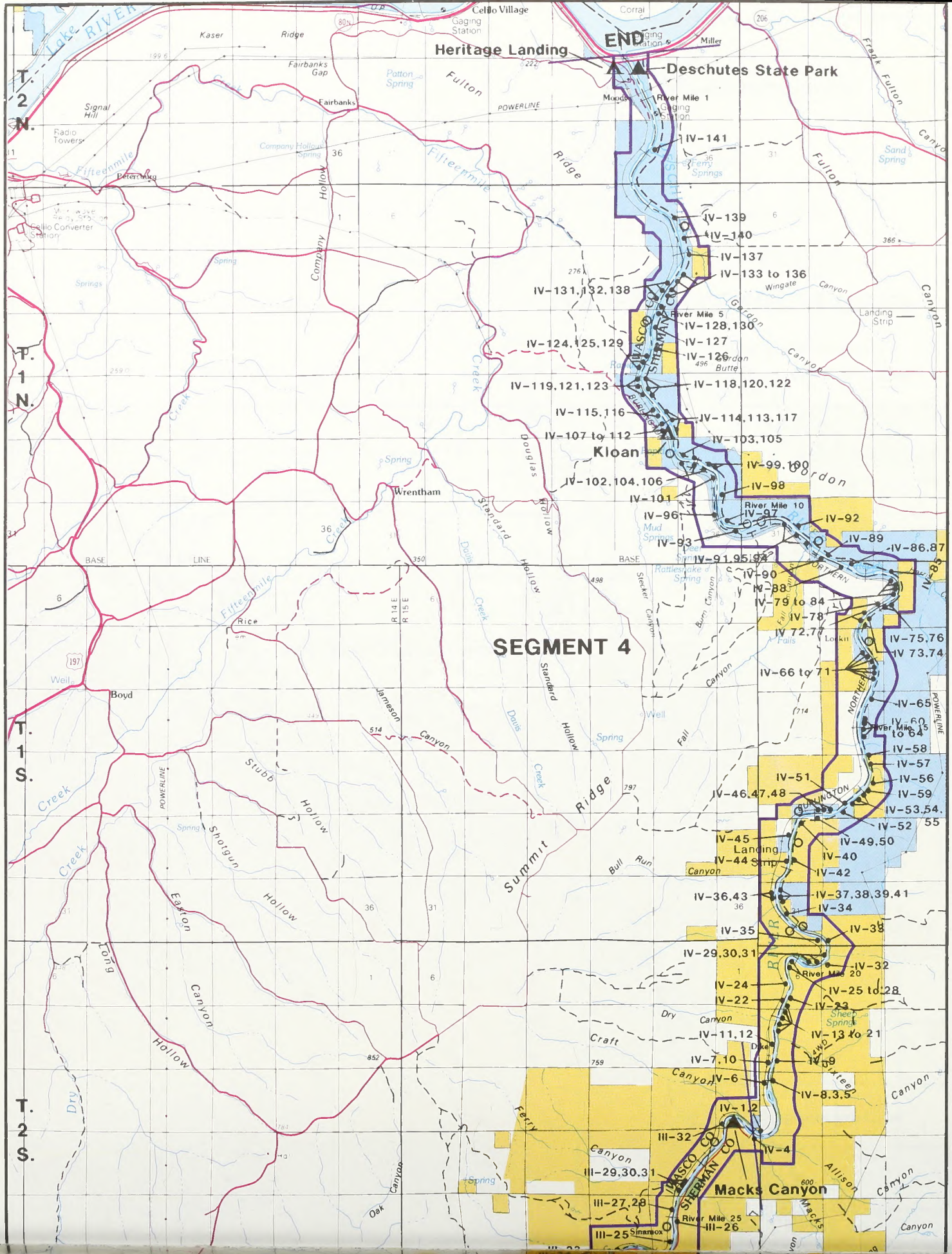
Prineville District

1992

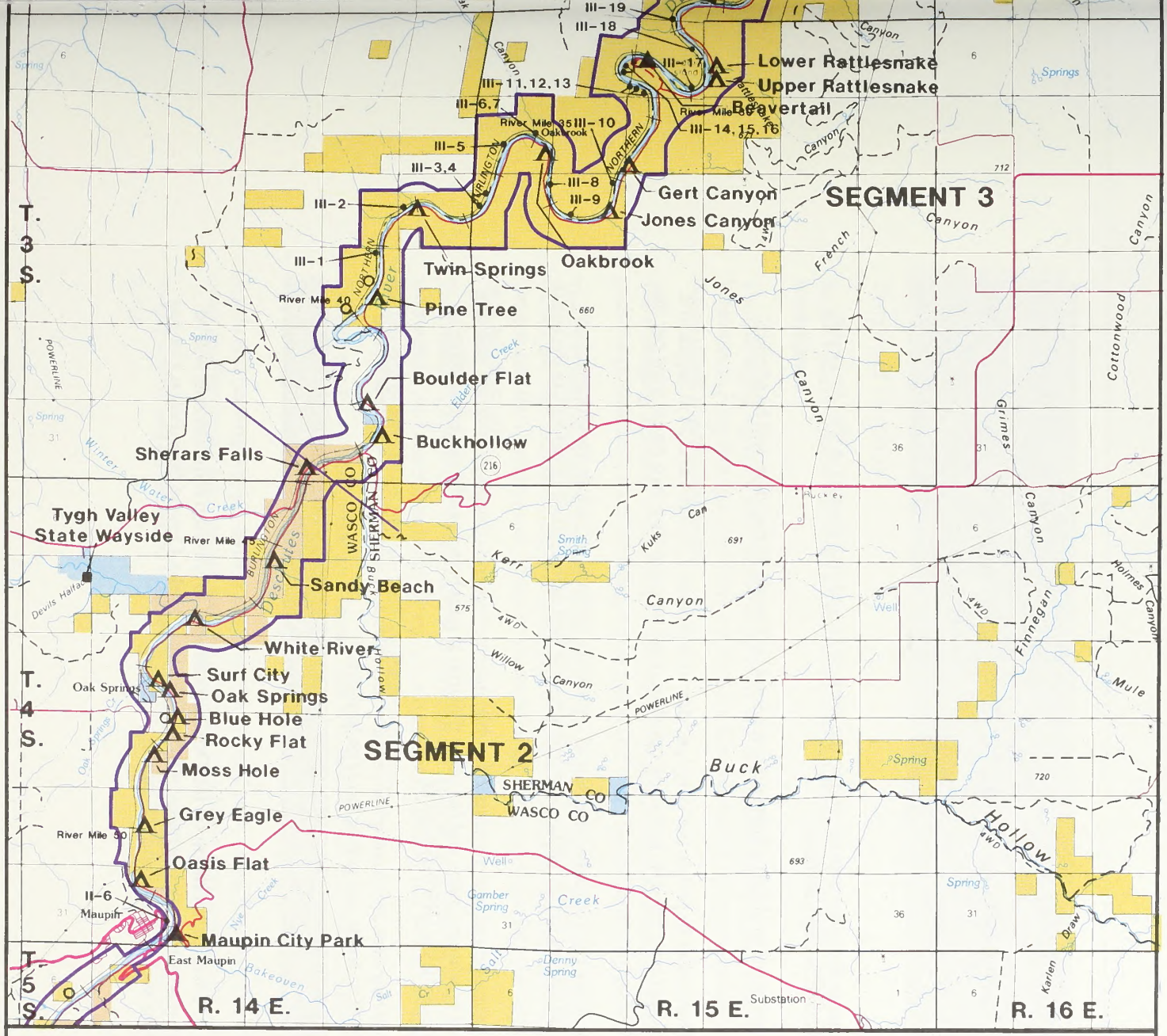
1 0 1 2 3 Miles

Scale 1:126,720

MAP 3 SOUTH HALF



END
Heritage Landing
Deschutes State Park
Celilo Village
Gaging Station
Corral
Miller
Moody
River Mile 1
Gaging Station
Lake RIVER
Kaser Ridge
Fairbanks Gap
Fairbanks
Patton Spring
Fulton
POWERLINE
Signal Hill
Radio Towers
Fifteenmile
Petersburg
Company Hollow Spring
Company Hollow
Celilo Converter Station
Ferry Springs
Sand Spring
Frank Fulton Canyon
Fulton
Ridge
Wingate Canyon
Landing Strip
Gordon Canyon
Gordon Butte
Gordon
Creek
Douglas Hollow
Standard Hollow
Wrentham
Mud Springs
Rattlesnake Spring
Stecker Canyon
Burn Canyon
Fall Canyon
Rice
Boyd
Well
Jameson Canyon
Stubb Hollow
Shotgun Hollow
Easton Canyon
Long Hollow
Dry Creek
Summit Ridge
Bull Run
Craft Canyon
Dry Canyon
Ferry Canyon
Oak Canyon
Allison Canyon
Macks Canyon
Macks
Sinamox
Sheep Springs
Dike
Lockit
Falls
Landing Strip
BASE LINE
R 14 E
R 15 E
T. 2 N.
T. 1 N.
T. 1 S.
T. 2 S.
SEGMENT 4
IV-141
IV-139
IV-140
IV-137
IV-133 to 136
IV-131,132,138
River Mile 5
IV-128,130
IV-127
IV-126
IV-124,125,129
IV-119,121,123
IV-118,120,122
IV-115,116
IV-114,113,117
IV-107 to 112
IV-103,105
Kloan
IV-99,100
IV-102,104,106
IV-98
IV-101
River Mile 10
IV-97
IV-96
IV-92
IV-93
IV-89
IV-86,87
IV-91,95,94
IV-90
IV-88
IV-79 to 84
IV-78
IV 72,77
IV-75,76
IV 73,74
IV-66 to 71
IV-65
IV-60 to 64
River Mile 15
IV-58
IV-57
IV-56
IV-59
IV-51
IV-46,47,48
IV-53,54,55
IV-52
IV-45
IV-49,50
IV-44
IV-40
IV-42
IV-36,43
IV-37,38,39,41
IV-34
IV-35
IV-33
IV-29,30,31
IV-32
River Mile 20
IV-24
IV-25 to 28
IV-22
IV-23
IV-11,12
IV-13 to 21
IV-7,10
IV-9
IV-6
IV-8,3,5
IV-1,2
III-32
IV-4
III-29,30,31
III-27,28
River Mile 25
III-26
III-25



LEGEND

▲ Developed Campground

Δ Semi-Developed Campground

III-17 Undeveloped Campsites

o Undeveloped Campsites Needing Further Review

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER

CAMPING AREAS

Prineville District

1992

1 0 1 2 3 Miles

Scale 1:126,720

MAP 4 NORTH HALF

7. Guided and Outfitted Services

a. Issue: How should guided and outfitted services be managed?

1) Problem: User Crowding

Proposed Decision -

Guided and outfitted services will be regulated in the same manner and to the same degree as is discussed in the Use Levels, Use Allocation and Motorized and Nonmotorized Boating sections.

All commercial outfitters and guides will be required to obtain a Special Recreation Use Permit. The system will be administered by BLM.

Group size for nonmotorized guides will be limited to 16 people per party per day in Segments 1, 3 and 4 and 24 in Segment 2. Motorized guides will be limited to six people per boat per day, including operator, with no more than two round trips per day from either Macks Canyon or Heritage Landing.

The managing agencies will continue to coordinate permit requirements and regulatory controls including development and implementation of a uniform and consolidated system for the issuance, administration and enforcement of permits in the entire planning area.

The managing agencies will emphasize the development of a coordinated public information and education program utilizing guided and outfitted services as dispensers of brochures, maps and/or other material to gain better public understanding of individual stewardship responsibilities while using the Deschutes River.

The managing agencies will ensure that shuttle services are in compliance with PUC rules and regulations. A permit will be required for all commercial services utilizing BLM roads and public lands or facilities.

2) Problem: Guide Certification

Proposed Decision -

Guides and outfitters will be required to be certified for operation on the Deschutes River. Certification requirements will be developed and administered by a committee made up of representatives from BLM, State Parks, Oregon State Police, Oregon Department of Fish and Wildlife, Oregon State Marine Board and the guiding industry.

8. Access: Roads, Trails and Launch Sites

a. Issue: What actions should be taken with regard to public access?

1) Problem: Safety and traffic volume on roads.

Proposed Decision -

Motor vehicles will be restricted to designated roads, parking and camping areas. Routes not designated will be closed and rehabilitated.

The managing agencies will pursue acquisition and/or development of safe vehicle access to Whiskey Dick, Jersey Flat, Whitehorse, Frog Springs and North Junction for administrative, maintenance and emergency use only. No new public vehicle access roads will be constructed.

The managing agencies will develop a coordinated transportation and road classification system with designated speed limits and design standards for all existing access roads and trails. Speed limits will be enforced.

The BLM will continue to implement decisions relating to off-road vehicle management in the Two Rivers Resource Management Plan. This includes closure or limitation of vehicle use in riparian and upland areas to protect vegetation. The State of Oregon and the Confederated Tribes of Warm Springs will continue to limit or restrict off-road vehicle travel on lands under their administration.

The managing agencies will take action to prohibit the landing of aircraft on existing primitive strips on public lands or on the river within the Lower Deschutes River Canyon except for emergency and administrative purposes. Airstrip development or the landing of aircraft on private land will be discouraged.

Existing roads into Mecca Flat and Trout Creek will generally be maintained in their present condition with maintenance and reconstruction as needed to meet minimum safety standards for public access. The primitive county road into Kloan will be maintained as needed to retain its present condition.

Roads and parking will be defined at Mecca Flat, Trout Creek, South Junction, Devil's Canyon and Harpham Flat as well as at other smaller areas. Motor vehicle parking along the Deschutes Access Road will be limited to designated areas.

Vehicle traffic will be limited to vehicles designed to carry 25 passengers or less on all roads, except State and Federal highways.

Brochures, maps and other material available to the public will contain information on access roads, parking, launching sites and trails.

Some decisions regarding public access were developed by BLM in response to an Executive Review Board decision that BLM should pursue alternative public access between the Deschutes Club locked gate and the present motorboat deadline and that motorboat use on Segments 1 and 2 should be eliminated after three years. The following decisions were not completed using the Policy Group portion of the planning process where consensus of those signing the plan was reached. Accordingly, some of those signing this plan may not agree to or support the following:

1. The access road from Maupin to the Deschutes Club locked gate will be upgraded to meet minimum safety standards based on regulated traffic volumes resulting from implementation of this plan. This will include acquisition of public easements for vehicle access, maintenance and other public uses.

2. The road between Maupin and Harpham Flat or an alternate Segment 2 launch site will be widened in unsafe sections and that segment will be oil surfaced on a gravel base. The road from the primary Segment 2 launch site to the Deschutes Club locked gate and from Buckhollow to Macks Canyon will be maintained as a gravel road. Guard rails will be installed along narrow sections.

3. Administrative access for BLM along the river road between the Deschutes Club locked gate and North Junction will be acquired to provide for continued fire protection and maintenance of public facilities. A road easement or right-of-way would cover legal access and maintenance for the Deschutes Club across public lands upstream from the locked gate.

4. BLM has decided to pursue legal public access for walk-in users to public lands between the Deschutes Club locked gate and the present motorboat deadline near Two Springs Ranch. General public access into the Wild and Scenic River corridor between the locked gate and the present motorboat deadline would be by river and foot travel along the existing river road or from the rim. A hiking trail would be established with the preferred alignment being along the road from Criterion Summit to the Deschutes River. A short segment of this route may be altered to avoid the Dant ferry location. Alternative trail alignments will seek to avoid public liability and cost associated with use of the existing tunnel along the river road near Dant.

5. Public access on the road downstream from the locked gate may be acquired through resolution of the status of the "Smart Cabin", a house built in trespass on public lands upstream from the locked gate. Short-term leases have been authorized by the BLM for use of the cabin in recent years. One of three options will be employed to resolve the trespass: 1) exchange of the homesite (public lands) for Deschutes Club lands at Devil's Canyon and easements on two road segments near Maupin, 2) relinquishment of the improvements (house, etc.) in their present condition, or 3) elimination of the buildings and facilities with reclamation of the lands to a natural appearing condition.

6. Access to public lands upstream from the Deschutes Club locked gate may be facilitated by acquisition of a public use trail easment through direct purchase or exchange. A possible exchange would involve the BLM-owned right-of-way segments between Windy Flat and Two Springs Ranch. These fee-owned right-of-way segments would be deeded to the Deschutes Club or Two Springs Ranch, reserving administrative access and a public use trail easement to BLM. In addition, BLM would grant a road right-of-way to the Deschutes Club across public land as referenced above. In the exchange, the Deschutes Club would grant to BLM a public use trail easement and administrative-use-only road easement across their land for fire protection, public facility maintenance, monitoring, and use supervision.

7. The BLM has decided to pursue completion of a proposed acquisition with Criterion Interests, Inc. Access to the acquired public lands would be from Highway 197 either through surface ownership or easement. Upon acquisition, management of acquired public lands outside the river corridor would be evaluated to assess the most appropriate public uses, with attention to providing recreation opportunities and access to replace those foregone over time along the river (e.g., jetboat fishing). Obviously, recreation uses on the acquired parcel will be different. A possible range of opportunities includes a scenic overlook with picnicking or more primitive uses such as hiking and hunting.

2) Problem: Inadequate and unsafe parking areas and pullouts.

Proposed Decision -

If needed and where feasible, existing parking and roadside pullouts outside of riparian areas or other sensitive wildlife habitats will be redesigned/reconstructed to better accommodate vehicle parking, reduce congestion, protect resources, disperse recreation use and improve public safety.

Other parking areas and unsafe roadside pullouts will be closed and rehabilitated.

Parking areas will be developed or improved adjacent to Highway 26 upstream from Warm Springs as well as at Mecca Flat, Trout Creek, South Junction, Devil's Canyon, Long Bend, Harpham Flat, Wapinitia, Boxcar Rapids, Maupin City Park, Sandy Beach, The Pine Tree and other suitable areas between Maupin and Sherars Falls.

Parking areas may be enlarged at Deschutes State Park and developed at Kloan and other suitable camping and day-use areas.

3) Problem: Safety, congestion and resource damage at launch and landing sites.

Proposed Decision -

The launch site at Warm Springs will be redesigned to provide a larger staging area. A launch facility will not be constructed at Mecca Flat, however raft launching will not be prohibited. The launch facility at Trout Creek will be upgraded or a separate launch and landing area may be constructed if needed to adequately protect resource conditions.

South Junction will not be managed as a launch site. The launch sites at Nena, Harpham Flat and Wapinitia will be upgraded for better access to the river as well as bank protection. Improvements will also be made for the launching and landing sites on Tribally-owned land at Harpham Flat and Sandy Beach. The Sherars Falls landing will be closed when alternate facilities are provided at Sandy Beach.

The launch sites at Little Sandy Beach, Pine Tree, Beavertail and Macks Canyon Campground will be improved to provide better bank protection and to enhance watercraft safety. The Pine Tree launch site will be upgraded so as to be able to accommodate trailered boats.

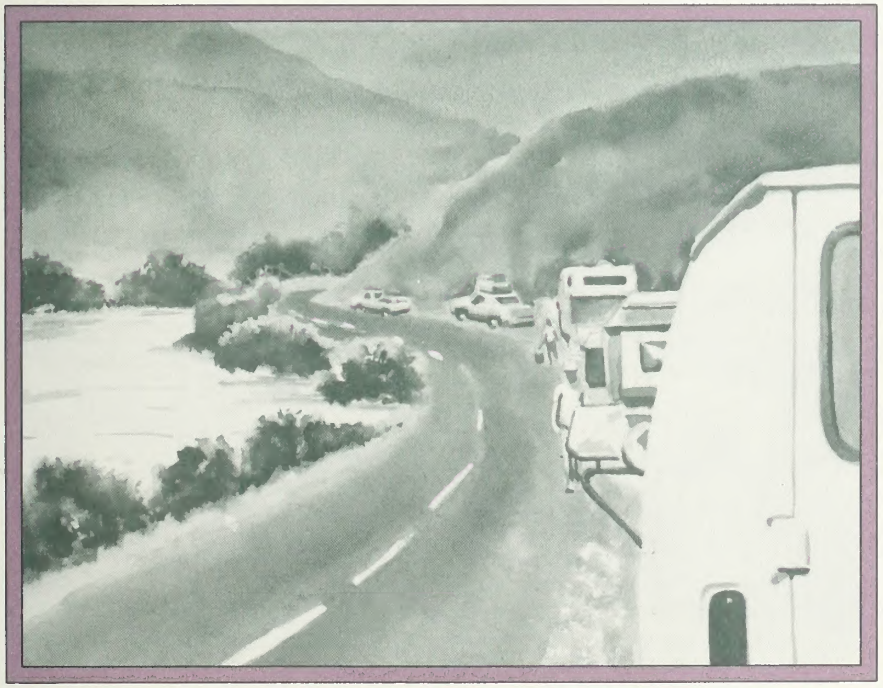
Heritage Landing will be redesigned to better accommodate boat use which will include separate landing sites for motorized and nonmotorized boats.

4) Problem: Inadequate foot access.

Proposed Decision -

Foot access trails within riparian areas will be stabilized if necessary, but will be allowed as traffic dictates. Trails will, however, be closed if stabilization efforts are not effective. Hiking and mountain bike trails will be improved and/or developed from Mecca Flat to North Junction on the east side of the river and from Macks Canyon to Deschutes State Park with consideration for safety, wildlife and riparian habitat, as well as historic and prehistoric resources. Access through or over exclosure fences will be provided. Necessary easements across private land will only be acquired from willing landowners. Additional public access will be provided through land exchange, purchases, or other means as opportunities arise which are consistent with the goals and objectives of this plan.

Mountain bike use will be allowed on all roads and trails with public access, however, easement boundaries on private land will be clearly posted and trespass laws will be aggressively enforced. Mountain bike use off established and suitable trails on public land will be discouraged and if necessary, prohibited. Trail and fishing access facilities for the handicapped will be provided in the vicinity of Heritage Landing. Horseback use will be allowed on a day-use basis on the abandoned railroad grade between Deschutes State Park and Harris Canyon from March 1 to April 30. Horses will not be allowed onto the riverbank or canyon slopes. If, after two years, no problems with horseback use have developed, the use season will be extended to June 30. The number of horses will be limited to a maximum of ten per day. A check-in system for riders will be developed to enforce daily limits and a monitoring system for noxious weeds will be implemented. A fee will be charged horseback users to construct, improve and maintain loading, watering and resting facilities. No commercial horseback use by outfitters/packers will be allowed.



9. User Fees

a. Issue: How should user fees be levied for public use of the Deschutes River?

1) Problem: Inequitable and inadequate funding.

Proposed Decision -

User fees will be collected for use of the Deschutes River where the collection of the fee is cost effective and administratively feasible. This will include site specific access points, overnight camping and parking in developed or designated sites or areas, as well as boating use. The Deschutes Boater Pass system will continue until the managing agencies can implement a dedicated fund supported by an all-user fee. The boater pass fee will be increased to $2 per person per day or $15 per person for an annual pass. An annual family pass for immediate family members will be available for $25. Receipts will be dedicated to use on the Deschutes. Landowner access passes will continue to be issued on an annual basis.

BLM and State Parks will continue to collect camping fees in developed camping areas. The BLM will collect fees from guides and outfitters in accordance with established policies.

F. Public Safety and Services

1. Emergency Services

a. Issue: How should emergency services be managed?

1) Problem: Inadequate services.

Proposed Decision -

The BLM will increase fire suppression capabilities and assume lead responsibility for coordinating all fire suppression with other entities for fires starting within or threatening the National Wild and Scenic River area. BLM will develop agreements with affected private landowners and the other managing agencies for fire suppression activities.

The managing agencies will increase emphasis on the prevention and suppression of wildfire to protect public values, such as vegetation, visual resources and adjacent private property.

Open fires and charcoal will be prohibited from June 1 to October 15 with increased surveillance and enforcement on the entire river. Smoking will be limited to buildings, closed vehicles or boats on the water. Periods of fire closure may be extended if conditions warrant.

The managing agencies will resolve overlapping jurisdictions and increase enforcement of fire regulations and enhance fire prevention and suppression efforts. The managing agencies will also increase individual accountability for all river users in areas with high economic values at risk during periods of high and extreme fire hazard.

User fees will contribute to the funding of emergency services.

The managing agencies will prohibit the discharge of firearms within the planning area boundaries from the third Saturday in May through August 31.

The removal or burning of any living, dead or down vegetation within the planning area will not be allowed. This does not include prescribed burning carried out to achieve vegetation management objectives.

The managing agencies will encourage cooperation between and establish joint annual training exercises for agencies, fire districts, the railroad and private individuals.

The managing agencies will develop a coordinated public information and education program which explains fire regulations, individual liability and fire hazard within the planning area.

The managing agencies will improve coordination efforts in dispatch and carrying out search and rescue efforts and response to potential natural and human-caused emergencies in the Deschutes River canyon.

The managing agencies will communicate and coordinate with the appropriate State, Tribal and Federal agencies responsible for carrying out the provisions of the Hazardous Materials Transportation Act (20 USC 1804, et seq,) to ensure that appropriate steps have been taken to minimize the danger of hazardous material spills in the Lower Deschutes River canyon.

The managing agencies will seek to enter into an MOU with Burlington Northern Railroad to do the following:

- Improve fire prevention measures such as better maintenance of a vegetation free zone along the tracks. Require all trains to carry basic fire suppression equipment during the summer months. Establish communication and coordination measures for fire suppression efforts.

- Establish a coordinated and effective communication system with common radio frequencies with the railroad. Make a communication line and call boxes on the railroad communication system available to the public and law enforcement officials.

- Meet minimum standards for maintenance and construction activities by the railroad involving the sidecasting of material, vegetation cutting and herbicide spraying in riparian areas.

- Provide for the cleanup of discarded materials within the railroad right-of-way.

It is imperative that State, local, Tribal and Federal governments initiate; first, cooperation from the railroads to accomplish these ends; and second, failing in that endeavor, use the powers of government to compel compliance.

2. *Law Enforcement*

a. Issue: What actions should the managing agencies take to effectively provide law enforcement on BLM, State, Tribally-owned and private land?

1) Problem: Inadequate law enforcement

Proposed Decision -

Funding for increased law enforcement will be provided through a user fee. Two full-time officers will be provided during the primary use season for the entire river with special emphasis on Segment 2. Aircraft and motorboat use for law enforcement will be increased.

A uniform communication network available to all law enforcement officials will be established.

All floating devices except float tubes, will be required to display an identification tag.

The managing agencies will work closely with adjacent private landowners to enforce trespass laws and regulations within the Deschutes River canyon. The managing agencies will improve coordination of law enforcement efforts by establishing uniform regulations throughout the river area to enforce Federal, State, Tribal and local laws.

The managing agencies will develop uniform operating methods for dealing with various enforcement and court situations in Federal, State and Tribal jurisdiction areas. The existing law enforcement agreement with Wasco County may be continued and an agreement with Jefferson and/or Sherman Counties may be established if determined to be efficient and effective.

The managing agencies will develop a coordinated public information and education program which emphasizes the laws and regulations in effect in the Deschutes River canyon and the rationale and penalties behind them.

The managing agencies will work with the courts to establish innovative penalties for violations that would serve as a greater deterrent than low fine levels. This could include changes in bail schedules, community service, improvement work along the Deschutes, forfeiture of equipment and/or increased penalties.

The managing agencies will develop an information sharing mechanism to identify repeat offenders.

The managing agencies will establish uniform and effective traffic regulations in the Deschutes River canyon. Enforcement of all laws and regulations will be increased through additional Federal, State, County, Tribal and local law enforcement personnel.

3. *Information and Education*

a. Issue: How should public information and education be handled?

1) Problem: Lack of public information and education.

Proposed Decision -

Signs and bulletin boards displaying information and a brochure dispenser will be placed at boat launch and landing sites and at the beginning of the road upriver from Maupin.

Deschutes State Park, Sherars/Buckhollow, Trout Creek, Maupin City Park, Warm Springs and Harpham Flat will have information stations staffed by volunteers or seasonal agency employees during peak use periods. The stations will be self-service in the absence of personnel.

Certain wildlife viewing areas and suitable historic and prehistoric features will be identified by informational/interpretive signs. A Deschutes River Visitor Center will be developed in Maupin at the historic railroad station. The railroad station will be restored and additional facilities built to house educational and informational displays.

Guides and outfitters will provide information to their clients about points of interest, good outdoor ethics and no-trace camping, as well as laws and regulations on the Deschutes. User passes will include similar brief summaries.

The managing agencies will emphasize the development of a coordinated public information and education program which utilizes large scale map signs in key locations and detailed user maps that show public/private landownership. The managing agencies will publish a comprehensive map with all points of interest, landownership, major campsites, toilet facilities, access roads and trails, launches and landings, major plant and animal species identified. Where helpful, descriptive information about facilities and standards of access roads, launches and campsites will be provided. The map will also have no-trace camping requirements, riparian and upland protecting practices for recreational users, emergency communication network outlined and laws and regulations.

The managing agencies will sign all public and Tribally-owned land within 1/4 mile of the river. Signs will be visible from the river except in upland areas. All signs will be placed in somewhat predictable places. Old or damaged signs will be replaced as needed.

The managing agencies will develop a coordinated sign plan and design for the Deschutes River canyon. All signs including those at boat launching, landing and camping sites used for identification or information will be of the same sign standards, color, type of print, material, size, symbols and placement, etc. so that all signs in the canyon are identified with the recreation

area. Major campsites, launch sites and parking areas will be signed with uniform signs to direct users to specific areas for specific activities. For example: launch sites will have clearly signed staging areas, parking areas and launch areas as well as places set aside for overnight camping. An on-the-ground rivermile marking system will also be developed and implemented. This system may incorporate the existing railroad mile post markers.

The managing agencies will emphasize the development of a coordinated public information and education program which utilizes interpretive signs, brochures, maps and other material to gain public understanding of the following elements:

a. Fish and wildlife habitat
b. Water quality
c. Riparian and upland ecosystems
d. Land, water and air use practices
e. Off-reservation treaty rights related to plants and animals of traditional significance to the Tribes
f. Threatened and endangered species
g. Historic, prehistoric and cultural sites
h. Enforcement of established laws, regulations and policies
i. Boating use regulations
j. Availability, location and quality of campsites
k. Access to the river
l. Good outdoor manners including no-trace camping and stewardship responsibilities
m. Public safety and emergency services, including fire regulations
n. Courtesy toward other users
o. Deschutes River fishery
p. Angling rules and regulations
q. Identification of landownership - public, private and Tribal
r. Volunteers and campground hosts
s. User fees, passes and guided and outfitted services permits and fees
t. Road and trail identification and use guidelines
u. Noxious weeds (including hay used by horses)
v. Horseback safety
w. Proper mountain bike use

The managing agencies will actively recruit volunteers to assist in public information/education programs as well as clean-up, resource rehabilitation work and campground hosts.

A Deschutes newsletter will be sent twice a year to Deschutes users. It will contain articles about laws and regulations, preservation and protection of the Deschutes River Recreation Area, how volunteers can become involved, new personnel and user statistics.

G. Other Resources and Uses

1. Soil, Water and Air

The inventory and evaluation of soil, water and air resources on public lands will continue. Soils will be managed to maintain productivity and to minimize erosion. Corrective actions will take place, where practicable, to resolve erosive conditions. Water sources necessary to meet program objectives will be developed and filed on according to applicable State and Federal laws and regulations. Water quality of perennial streams will continue to be monitored and climatological data will continue to be gathered.

2. Fire Management

The main emphasis of the fire management program in the Lower Deschutes River Planning Area will continue to be prevention and suppression of wildfire to protect public values such as vegetation and visual resources. Prescribed fire may be used to reach multiple use objectives. When prescribed fire is considered under various programs, it will be coordinated between agencies, with adjacent landowners and carried out in accordance with approved fire management plans and appropriate smoke management goals and objectives.

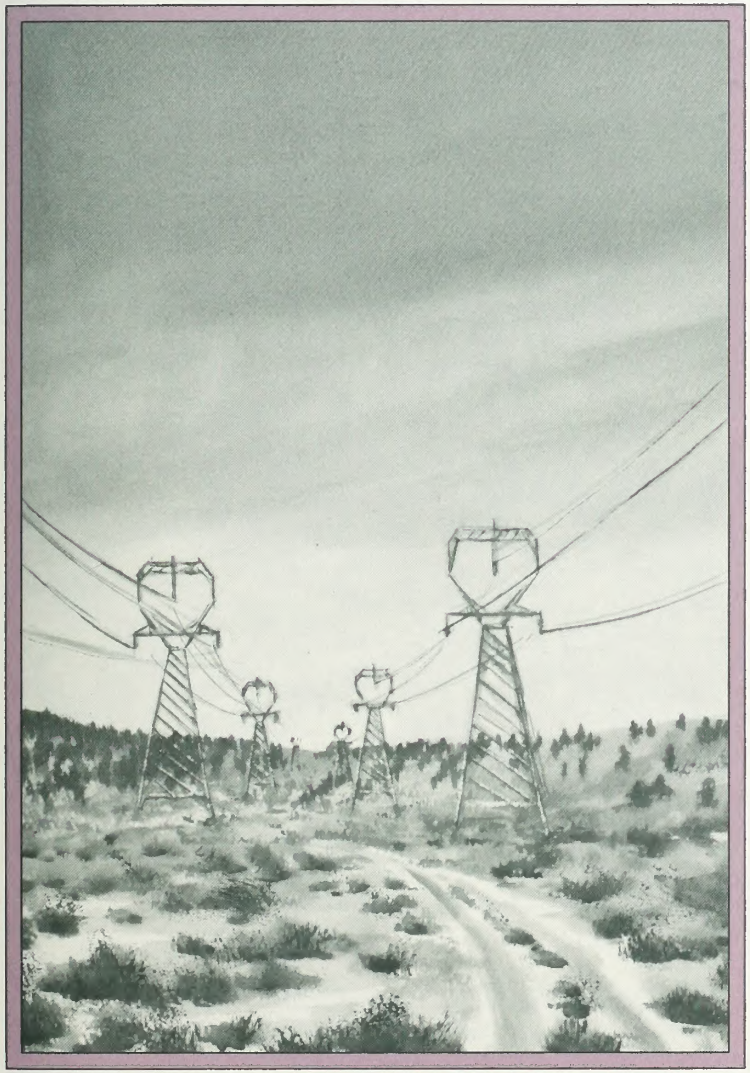
3. Noxious Weed Control

Infestations of noxious weeds are known to occur on some public and private lands in the planning area. These weeds are easily spread by wind, water, horses, motor vehicles, recreation users, wildlife and livestock. The most common noxious weeds are diffuse, spotted and Russian knapweed, yellow star thistle, dalmation toadflax, skeleton weed, scotch thistle, whitetop and poison hemlock. Control methods on BLM-managed lands will be proposed consistent with the Record of Decision on BLM's Northwest Area Noxious Weed Control Program EIS. Control methods will then be subjected to site specific environmental analyses tiered to that EIS. Control will be considered on BLM lands where efforts are coordinated with owners of adjoining infested, non-public lands. Proper grazing management will be emphasized after control to minimize possible reinfestation. Coordination and cooperation with and between county weed control officers will continue on a regular basis.

4. Utility and Transportation Corridors

All utility/transportation corridors identified by the Western Regional Corridor Study of May 1986 prepared by the Ad Hoc Western Utility Group are currently occupied and have been designated on BLM lands. Corridor widths vary, but are a minimum of 2,000 feet. No additional crossing sites on the BLM-managed portions of the Deschutes River will be permitted.

Any new utility or transportation corridors that impose into or cross the river on other ownerships, (e.g. below ordinary high water) will require an easement from the Division of State Lands. In addition, existing facilities will require an easement at such time as they undergo major structural alteration, replacement or relocation. No facilities will be allowed parallel to the railroad right of way in the Deschutes Canyon. Applicants will be encouraged to locate new facilities (including communication sites) adjacent to existing facilities to the extent possible. All rights-of-way applications to BLM will be reviewed using the criteria of following existing corridors wherever practical and avoiding proliferation of separate rights of way. Recommendations made to applicants and actions approved will be consistent with the goals and objectives of this plan. BLM lands will continue to be available for local rights-of-way, including multiple use and single use utility/transportation corridors following existing routes, communication sites and roads. Issuance of leases and/or patents under the Recreation and Public Purposes Act and other permits or leases to public entities for development of public lands will also continue with involvement of the other managing agencies. Applications will be reviewed on an individual basis for conformance with this and other plans to minimize conflicts with other resources or users.



IV. Implementation

A. Strategies, Roles and Interagency Responsibilities

Successful implementation of the Lower Deschutes River Management Plan will require coordination and cooperation between all of the managing agencies. The Omnibus Oregon Wild and Scenic Rivers Act requires the Secretary of the Interior to enter into a cooperative management agreement with the State of Oregon and the Confederated Tribes for plan development and subsequent implementation. Each managing agency will make its own decisions under applicable Federal, State, local or Tribal procedures which may offer either additional public comment or decision appeal rights. It is important to note the distinction between an agency's support for a decision to be implemented by another agency, versus an agency-specific action such as site development or protection on their own lands. The public should focus their attention on the implementing agency, i.e. BLM campground development, Tribal livestock grazing decisions, ODFW spawning gravel replacement, Marine Board motorboat rules, Wasco County Search and Rescue, City of Maupin park upgrading, etc.

A standing interagency committee will be created with the mandate to assure that the decisions in this plan will be implemented and issues addressed and resolved in a coordinated ongoing fashion. This committee will utilize public involvement as they review all land acquisitions, funding expenditures, facility development proposals, data collection as well as monitoring and evaluation and changes in management policy.

Land Acquisition and Public Access Strategy

The managing agencies will form an interagency committee to coordinate acquisitions of property and access rights within and adjacent to the planning area. Each agency will develop and maintain an acquisition plan. All acquisitions will be reviewed by the committee for consistency with existing management and the goals of the plan. A determination of which agency will assume title and management responsibility for the acquired land will be made on a case-by-case basis. Acquisition and lead management responsibility will generally be based with the predominant or contiguous land management agency in an area. The lead agency on proposed acquisitions will be responsible for funding, required analysis, clearances, appraisals, etc. The lead agency will also be the one which will acquire ownership. Potential lead agencies to acquire land within the planning area include:

USDI Bureau of Land Management
Oregon State Parks and Recreation
Oregon Department of Fish and Wildlife
Confederated Tribes of Warm Springs

Land exchanges will be used wherever possible to increase public land holdings within the planning area. If a land exchange is not feasible, outright purchase will be pursued.

When a property becomes available for sale or lease which is of interest to more than one agency, the committee will consider dividing or sharing the acquisition in a manner that meets the needs of the agencies and the general public.

The interagency acquisitions committee will identify a list of priority acquisitions for public use. In developing a list of priorities, the agencies will consider the following needs:

Private lands now being used by the public
The need for access to public lands (by easement across private lands)
Critical wildlife habitat
Parking areas for river access
Trails
Important cultural resource sites
Out-of-corridor camping opportunities
Acquisition of grazing rights from private property owners

A specific timetable for acquisition will be developed by BLM after acquisition sites have been identified and prioritized by the managing agencies. The BLM will seek funding through its budget and appropriations process on a schedule that targets the completion of all key acquisitions by the year 2000. Other acquisitions will be ongoing. Acquisitions will begin immediately as willing sellers and funds become available or exchange participants can be identified.

The following sites and/or areas have been identified, in general terms, for future acquisition. More detailed descriptions of these properties will be developed as specific proposals are identified. They are:

1. Buckhollow
2. Warm Springs Launch
3. Easement to Mecca
4. Devil's Canyon
5. Boxcar site, Segment 3
6. Kortge grazing rights
7. Campground sites near Tygh Valley/Maupin

Additional areas may be considered for acquisition as opportunities arise. Land exchanges between the managing agencies may also be utilized to improve management or facilitate public access.

The managing agencies will pursue establishing long-term public access and management control at Harpham Flat, Sandy Beach and White River to allow public funds to be spent in providing facilities and resource protection on the sites. These measures will also be developed in a manner which addresses liability concerns at the sites.

A variety of funding sources will be considered for the acquisition of lands within and adjacent to the planning area. Possible sources include but are not limited to the following:

- Land exchanges
- Deschutes River Boater Pass Funds
- Appropriation to BLM (Land and Water Conservation Fund)
- Wallop-Breaux Trust Funds (ODF&W)
- Marine Board Facility Grant Funds
- Foundations (Oregon Wildlife Heritage Foundation, etc.)
- Tribally-appropriated funds
- Corporate donations
- Private donations

Other actions which will be taken by the managing agencies will be to establish a Deschutes River Foundation to facilitate land acquisitions and develop a private land lease arrangement that results in a tax advantage to the landowner. The potential removal of private land from local tax rolls and resulting loss of revenue will also be considered.

Strategy for Expenditure of Funds

Limited funding and staff will be available to the managing agencies to implement the decisions of this plan. Because the amounts and types of funds are not always predictable and because it will be necessary to await the event to determine which management actions are most urgently needed, it is not possible to prioritize expenditures at the time of plan adoption. However, some general guidelines can be established to help guide managers' actions in allocating funding and staff time.

Generally, the highest priority will be given to those actions necessary to ensure that natural and cultural resources (especially outstandingly remarkable values) within the planning area are maintained within management standards. Law enforcement, emergency services, public information and education and other measures necessary to protect public safety will also receive the highest priority.

High priority will also be given to developing baseline data that is necessary to effectively implement, monitor and adjust the plan using the Limits of Acceptable Change process.

Facility development and capital improvements will be part of an overall resource strategy. Improvements will be consistent with the need to protect the natural resources of the river and control or manage use consistent with plan objectives. Developments will be based on resource needs, health and safety concerns and not change the physical character of the river or the desired recreational experience. Capital improvements will be prioritized based on protection of the river's outstandingly remarkable values and other costs of plan implementation.

Land acquisition ranges from high priority to low priority.

Data Collection, Monitoring and Evaluation Strategy

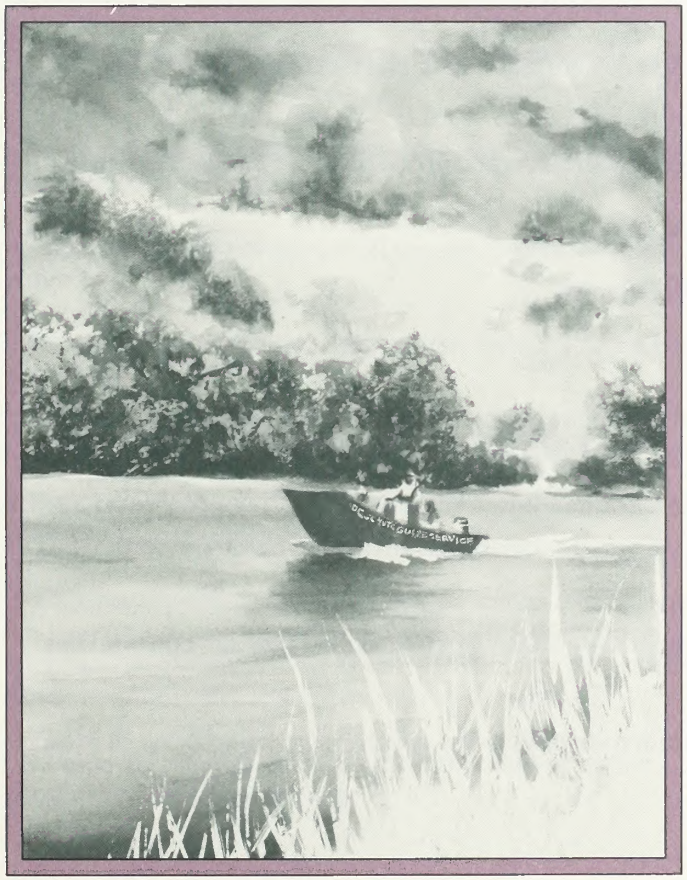
Priority funding will be allocated to collection of baseline data needed to implement, monitor and adjust the Deschutes River Plan. The Limits of Acceptable Change process is the underpinning of the entire Lower Deschutes River Plan. Without adequate baseline data it becomes virtually impossible to monitor the changes necessary to determine whether or not the Limits of Acceptable Change required by the plan are exceeded. Objective baseline data is necessary to determine whether or not the implementation of plan provisions is having the desired effect.

Baseline data will be gathered by the managing agencies as expeditiously as possible beginning in the 1993 boater season. Data to be gathered will include, but not necessarily be limited to the following:

1. A habitat map will be developed to inventory biological resources and the terrain in which they exist. Flora and fauna present and their densities will be plotted on a topographic map along with the resources upon which they are dependent (e.g. spawning gravel for fish populations). A habitat map will be prepared for both land and instream habitat.

2. A comprehensive all user survey will be developed and implemented to determine the characteristics of the users of the Deschutes River, their opinions about the Deschutes River and the size of the user population.

3. User fee information and registration will be implemented where feasible to increase individual accountability and gather desired data. In Segments 3 and 4, self-registration will take place at Buckhollow, Kloan, Heritage Landing and the Deschutes State Park. Data to be obtained will include, but not be limited to name, type of use, date and time use begins.



4. A comprehensive archaeological resource survey will be completed to determine sites and conditions of archaeological resources.

5. A comprehensive study on the identification, location and condition of all threatened and endangered species within the planning area will be done.

6. A comprehensive study on the effect of motorboats and other user actions on instream habitat and the fishery will be completed.

Specific Agency Implementation and Jurisdiction Responsibilities

Bureau of Land Management Action Responsibilities and Priorities: (subject to approval under the National Environmental Policy Act procedures and 43 CFR 4.4 decision review procedures). The BLM Record of Decision describes these procedures in more detail. The BLM decisions will become effective 30 days after *publication* of the Record of Decision.

1. Protection and Enhancement of National Wild and Scenic River Related Natural and Cultural Resources

a. Manage and, where necessary, adjust livestock grazing on BLM lands; construct and maintain necessary range developments.

b. Conduct cultural resources resurvey, increase surveillance and begin stabilization of cultural sites on BLM land as needed.

c. Conduct vegetation and wildlife habitat monitoring studies on BLM land.

d. Conduct vegetative seeding, planting and prescribed burning on BLM lands.

e. Conduct fish and wildlife inventories and projects on BLM lands.

f. Increase fire suppression capabilities and assume lead responsibility for all fire suppression with other entities for fires starting within or threatening the National Wild and Scenic River area. Develop agreements with affected private landowners and other managing agencies for fire suppression activities.

g. Consult with U.S. Fish and Wildlife Service regarding implications of proposed management actions on candidate or listed threatened or endangered species.

h. Collect data and conduct necessary monitoring of outstandingly remarkable values on BLM land in coordination with the other managing agencies.

i. Develop specific standards for acceptable and unacceptable modifications to protect and enhance scenic quality on BLM land in coordination with the other managing agencies.

2. Recreation Facility or Site Rehabilitation or Development

a. Designate or close and rehabilitate vehicle routes as well as parking areas/pull-outs on BLM land.

b. Stabilize or close and rehabilitate undeveloped campsites as needed on BLM land.

c. Coordinate the upgrading/construction of camping and day-use areas, as well as roads, trails, parking areas, launch/landing sites, signs and other information/education facilities on BLM land. The BLM will invite the participation of the other managing agencies early in the planning stages of all proposed facility development.

3. Management of Recreation Use Levels and Commercial Activities

a. Jointly monitor recreational use levels with State agencies and the Confederated Tribes.

b. Administer commercial special recreation permit system for entire river.

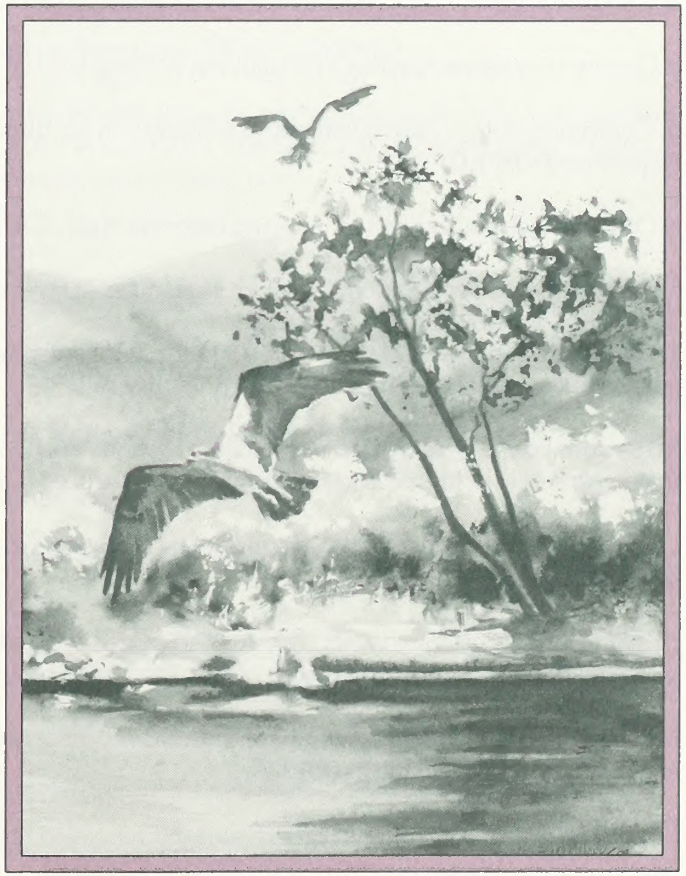
c. Develop boater allocation system with the other managing agencies.

4. Public Safety, Services and Communications

a. Establish or continue law enforcement agreements between BLM and local counties as appropriate.

b. Coordinate public information and education efforts on public land which includes publication of maps and information/education brochures, as well as programs and facilities including signs, a visitor center and public information stations.

c. Coordinate establishment of a uniform communication network for managing agencies.



State of Oregon and Local Governments Action Responsibilities and Priorities (subject to State-level rule making or local government ordinance adoption procedures)

1. Protection and Enhancement of State Scenic Waterway Related Natural and Cultural Resources

a. Manage and, where necessary, adjust livestock grazing on State land. Construct and maintain necessary range developments. (Oregon Department of Fish and Wildlife-ODFW).

b. Conduct vegetative and wildlife habitat monitoring studies on State lands (ODFW).

c. Conduct vegetative seeding and planting on State lands (ODFW).

d. Coordinate survey, surveillance and stabilization of cultural resources on State land. (Oregon State Parks and Recreation Department-OSPRD)

e. Conduct wildlife and fish monitoring on entire river. (ODFW)

f. Conduct gravel replacement in upper three miles of river downstream from Pelton Reregulating Dam. (ODFW)

g. Collect data and conduct necessary monitoring of outstandingly remarkable values on State land in coordination with the other managing agencies. (ODFW/OSPRD/OSMB)

h. Recommend to Oregon Department of Environmental Quality, Soil Conservation Service and North Unit Irrigation District that irrigation water returns to the Deschutes be reduced (ODFW).

i. Cooperate with Department of Environmental Quality in establishing water quality standards and monitor water quality (ODFW/OSPRD).

j. Establish State instream water right for fish, recreation, pollution abatement and protection and enhancement of other identified outstandingly remarkable values after Tribal water right negotiations are complete (ODFW/OSPRD).

k. Review and approve as appropriate, all removal, fill or alteration of the bed or banks of the river up to ordinary high water line (Division of State Lands - DSL).

l. Regulate changes in land use on private land related to protection and enhancement of outstandingly remarkable values. (OSPRD/DSL/Wasco, Sherman and Jefferson Counties)

m. Develop specific standards for acceptable and unacceptable modifications to protect and enhance scenic quality on State and private land in coordination with the other managing agencies. (OSPRD/DSL)

n. Coordinate with Oregon Department of Environmental Quality and Oregon Department of Transportation in the development of an emergency response plan dealing with the transportation of hazardous materials within or through the river corridor (OSPRD/ODFW).

2. *Recreation Facility or Site Rehabilitation or Development*

a. Designate or close and rehabilitate vehicle routes as well as parking areas/pull-outs on State land. (OSPRD)

b. Stabilize or close and rehabilitate undeveloped campsites as needed on State land. (ODFW/OSPRD)

c. Coordinate the upgrading/construction of camping and day-use areas as well as roads, trails, parking areas, launch/landing sites, signs and other information/education facilities on State land. (ODFW/OSPRD) The State will invite the participation of the other managing agencies early in the planning stages of all proposed facility development.

d. Coordinate management of horseback use. (OSPRD/ODFW)

e. Obtain funding and upgrade Maupin City Park. (City of Maupin)

3. *Management of Recreation Use Levels and Commercial Activities*

a. Jointly monitor recreation use levels with BLM and the Confederated Tribes. (OSMB, ODFW/OSPRD)

b. Administer angling and hunting regulations. (ODFW/Oregon State Police-OSP)

c. Take the lead in raising boater pass fee in short term. Replace it with a more all-user fee with a "Deschutes River foundation/sinking fund" in the long term. (OSPRD)

d. Develop and implement boat identification tag system. (OSMB)

e. Implement motorboat regulations. (OSMB)

f. Regulate use and numbering of motorized boats including speed, safety equipment and registration. (OSMB)

g. Provide funding to Oregon State Police and county sheriffs to assist with enforcement. (OSMB)

h. Coordinate certification of guides and outfitters. (OSMB)

i. Develop boater allocation system with the other managing agencies. (OSPRD)

4. Public Safety, Services and Communications

a. Develop and implement public information/education facilities and efforts jointly with BLM and the Confederated Tribes. (ODFW/OSPRD)

b. Develop regulation for legislative action requiring all dogs to be kept on leash except while actually hunting during established hunting seasons. (OSP)

c. Obtain funding and increase law enforcement capability, especially full-time officers during the primary use season. (OSP)

d. Institute a 25-passenger motor vehicle capacity limit. (OSP)

e. Coordinate search and rescue efforts (Jefferson, Sherman and Wasco Counties)

Confederated Tribes of the Warm Springs Indian Reservation Action Responsibilities and Priorities (subject to Tribal laws, rules and policy-making procedures)

1. Protection and Enhancement of River Related Natural and Cultural Resources

a. Manage and where necessary, adjust livestock grazing on Tribally-owned land; construct and maintain necessary range developments. [To be assisted by the Bureau of Indian Affairs]

b. Conduct vegetative and wildlife habitat monitoring studies on Tribally-owned land.

c. Conduct vegetative seeding and planting on Tribally-owned land.

d. Conduct survey, surveillance and stabilization of cultural sites on Tribally-owned land.

e. Collect data and conduct monitoring of outstandingly remarkable values on Tribally-owned land in coordination with the other managing agencies.

f. Develop MOU for managing agencies and Burlington Northern Railroad regarding railroad operations.

g. Develop specific standards for acceptable and unacceptable modifications to protect and enhance scenic quality or Tribally-owned land in coordination with the other managing agencies.

h. Identify root digging and medicine gathering areas for other managing agencies to ensure adequate protection.

2. Recreation Facility or Site Rehabilitation or Development

a. Designate or close and rehabilitate vehicle routes as well as parking areas/pull-outs on Tribally-owned land.

b. Stabilize or close and rehabilitate undeveloped campsites as needed on Tribally-owned land.

c. Coordinate the upgrading/construction of camping, day use, roads, trails, parking areas, launch/landing sites, signs and other information/education facilities on Tribally-owned land. The Tribes will invite the participation of the other managing agencies early in the planning stages of all proposed facility development.

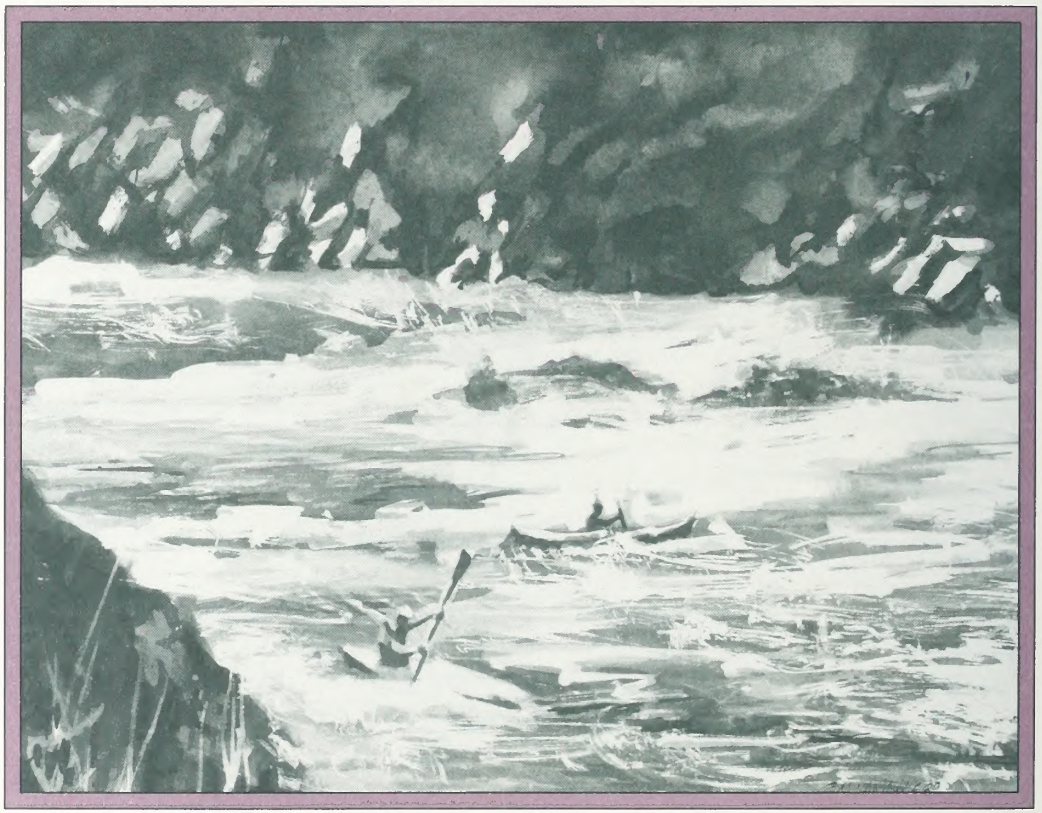
3. Management of Recreation Use Levels and Commercial Activities

a. Jointly monitor recreation use levels with BLM and State agencies.

b. Develop boater allocation system with the other managing agencies.

4. Public Safety, Services and Communications

a. Continue to implement and enforce the Reservation Fishing and Camping Regulations.



B. Estimated Development and Maintenance Costs

Developed/Semi-Developed Campsites and Day-Use Areas	*$ 000s*
Site Name	
Segment 1	
Mecca Flat	40
Dry Creek	10
Trout Creek	75
South Junction	75
Segment 2	
Nena Creek	15
Devil's Canyon	15
Long Bend	15
Harpham Flat	100
Wapinitia	15
Wapinitia Overflow (?)	15
Boxcar Rapids	15
Maupin City Park	100
Oasis Flat (?)	50
Grey Eagle (?)	15
Handicap Ramp	15
Oak Springs	50
Surf City	50
White River	15
Sandy Beach	150
Sherars Falls	25
Maupin/Off-river site	500

Developed/Semi-Developed Campsites and Day-Use Areas	*$ 000s*
Site Name	
Segment 3	
Buckhollow/Off-river site	350
Little Sandy Beach	15
Boulder Flat	1
Pine Tree	100
Twin Springs	60
Oak Brook	40
Jones Canyon	70
Gert Canyon	40
Beavertail	20
Upper Rattlesnake	40
Lower Rattlesnake	40
Ferry Canyon	20
Segment 4	
Kloan	20
Deschutes State Park	0
Undeveloped Campsites	*600*
TOTAL	*$2,776*

COST ESTIMATES FOR DEVELOPMENT OF ROADS, TRAILS, LAUNCH AREAS AND INFORMATION FACILITIES

Project		$ 000s
ROADS		
	Mecca Flat	0
	Trout Creek	100
	Maupin-Harpham Flat	500
	Harpham Flat-Locked Gate	140
	Buckhollow-Macks Canyon	500
	Kloan	0
PARKING AREA AND PULL-OUTS		150
TRAILS		
	Mecca Flat North Junction	250
	Macks Canyon-Deschutes Park	250
	Heritage Landing-Upstream	50
EQUESTRIAN FACILITIES		40
ACCESS TRAIL STABILIZATION		50
TOTAL		***$2,030***
BOAT LAUNCHING/LANDINGS		
	Warm Springs	40
	Trout Creek	10
	Nena Creek	10
	Devil's Canyon*	-
	Long Bend*	-
	Harpham Flat (or alternate site)	20
	Wapinitia	10
	Sandy Beach	100
	Little Sandy Beach	10

COST ESTIMATES FOR DEVELOPMENT OF ROADS, TRAILS, LAUNCH AREAS AND INFORMATION FACILITIES

Project	$ 000s
Pine Tree	20
Beavertail	10
Macks Canyon	10
Heritage Landing	100
TOTAL	***$340***

**These sites will only be developed if long-term public access and management control cannot be obtained at Harpham Flat.*

INFORMATION/EDUCATION	
Signs and Bulletin Boards	30
Information Stations	160
Interpretive Signs	25
Maupin Visitor Center	250
Maps and Brochures	40
TOTAL	***$505***
GRAND TOTAL OF ALL CONSTRUCTION	***$5,651***

ESTIMATED ANNUAL MAINTENANCE	
Campgrounds/Day-use areas	250
Roads/Trails/Parking Areas/Launching-Landing Sites	250
Information Education	30
TOTAL	***$530***

C. Monitoring and Evaluation

Limits of Acceptable Change

Monitoring and evaluation of the plan will be based on the Limits of Acceptable Change concept (LAC). LAC is a process for establishing acceptable and appropriate conditions and will govern the management strategy to be applied to the Lower Deschutes River. LAC is based on the premise that change to the ecological and social conditions of an area will occur as a result of natural and human factors. The goal of management is to keep the character and rate of change due to human factors within acceptable levels and consistent with the objectives of the plan.

The primary emphasis of the LAC system is on the conditions desired, rather than on how much use or abuse an area can tolerate. The management challenge is not one of how to prevent any human-induced change in the planning area, but rather one of deciding what changes should occur, how much change will be allowed, what management actions are needed to guide and control it and how the managing agencies will know when the established limits are being or have been reached.

Once in place and functioning, the mechanics of the LAC system can alert the managing agencies to unacceptable change in the Deschutes Canyon before it is too late to react and more restrictive management actions must be put in place. The LAC process can also alert the managing agencies to positive trends where management actions can become less restrictive. For each river value to be monitored, one or more key indicators are selected which allow the managing agencies to keep their "thumb on the pulse" of that aspect of the ecosystem or social setting. For each key indicator, a standard is set. This is the threshold value which determines the amount of change that is either desired or will be accepted. The purpose of the indicators and standards is to provide managers with a tool to determine if the resource values and opportunities they are trying to manage for are actually being provided. The standards serve as "triggers" which cause predetermined management actions to be implemented by the managing agencies when the limit is being approached.

The LAC process is designed to be the foundation for the long-term protection and enhancement of the primary river-related values in the Lower Deschutes Canyon. The process must, however, be flexible enough to allow for unique site specific situations, provide ample opportunity for public involvement and be cost effective. The following section outlines the key indicators, management standards and actions as well as monitoring that will be conducted.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Water				
Quality	Fecal coliform, temperature, dissolved oxygen and turbidity.	•**Fecal coliform:** A log mean of 200 fecal coliform per 100 milliliters based on a minimum of 5 samples in a 30-day period with no more than 10 percent of the samples in the 30-day period exceeding 400 per 100 ml. •**Temperature:** No measurable increases shall be allowed outside of the assigned mixing zone, as measured relative to a control point immediately upstream from a discharge. This will occur 1) when stream temperatures are 58 degrees F. or greater; 2) or 0.5 degrees F. or more increase due to a single source discharge when receiving water temperatures are 57.5 degrees F. or less; or where there is more than 2 degrees F. increase due to all sources of discharge when base stream temperatures are 56 degrees F. or less. Exceptions for specifically limited duration activities may be authorized by DEQ under such conditions as DEQ and the Department of Fish and	Livestock grazing on BLM, State and Tribally-owned lands will be managed within acceptable standards. (See Vegetation section.) Motor vehicle use will be confined to designated roads and trails. All other vehicle routes will be closed and rehabilitated. Recreational use will be managed to meet fecal coliform standards.	The analytical testing methods and frequency for determining compliance with the water quality standards shall be in accordance with the most recent edition of Standard Methods for the Examination of Water and Waste Water published jointly by the American Public Health Association, American Water Works Association, and Water Pollution Control Federation, unless the Oregon Department of Environmental Quality publishes an applicable superseding method, in which case testing shall be in accordance with the superseding method.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Water (cont)		Wildlife may prescribe and which are necessary to accommodate legitimate uses of or activities where temperatures in excess of this standard are unavoidable and all practical preventive techniques have been applied to minimize temperature rises. •**Dissolved oxygen**: Dissolved oxygen concentrations shall not be less than 90 percent of saturation during at the seasonal low, or less than 96 percent of saturation in spawning areas during spawning, incubation, hatching, and during juvenile stages of development for salmonid fishes. •**Turbidity** (Jackson Turbidity Units, JTU): No more than a 10 percent cumulative increase in natural stream turbidities shall be allowed, as measured relative to a control point immediately upstream of the turbidity causing activity. •**State Water Quality Standards** - Oregon Administrative Rule 340. These standards are currently under review by Oregon D.E.Q.		

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Water (cont) Quantity	Instream flow levels	The State of Oregon is in the process of negotiating with the Confederated Tribes of the Warm Springs Reservation on their water rights. The quantification of the instream water right for the State of Oregon will be deferred until such time as Tribal negotiations are completed.	Instream flow level requirements will be incorporated into Federal Energy Regulatory Commission relicensing requirements for Pelton-Round Butte project.	
Fisheries	Total return, harvest and spawning escapement for trout, steelhead and salmon consistent with Integrated System Plan of the Columbia Basin Fish and Wildlife authority.	**Spring chinook**—total return, 8,500-12,000 harvest 5,500-8,000, spawning escapement of wild fish, 3,000-4,000. **Fall chinook**—total return, 10,000-12,000, harvest 4,000-5,000, spawning escapement of wild fish, 6,000-7,000. **Summer steelhead**—total return, 16,000-22,000, harvest 6,000-12,000, spawning escapement of wild fish, 10,000. **Rainbow trout**—managed as wild fish, maintained at a total population indicated by 1,500-2,500 fish per mile larger than eight inches in the Nena Creek area with 30 percent of those 1,500-2,500 fish per mile being over 12 inches.	Maintain present angling regulations **Summer steelhead and Spring chinook** •Improve fish habitat in main river and tributaries. •Improve fish passage in White River system. **Fall chinook** •Improve fish habitat in main river. **Trout** •Improve fish habitat in main river. If standard cannot be met or maintained with above actions, implement the following actions: **Summer steelhead and Spring and Fall chinook** •Restrict in-river harvest	**Summer steelhead and Fall chinook** •Continue annual harvest monitoring. •Continue annual tag and re-capture program. **Spring chinook** •Continue count of returns at Warm Springs Hatchery, Pelton fish trap. •Continue annual harvest monitoring at Sherars. **Trout** •Continue annual tag and re-capture program in Nena Creek area. •Implement tag and re-capture programs in other portions of the river as needed.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Fisheries (cont)		**Bull trout**—maintaining existing population. **Sockeye**—develop and maintain a self-sustaining run when and if technology is developed to successfully pass juvenile and adult fish over the Pelton-Round Butte Hydroelectric Complex.	**Trout** •If more than 30 percent of population over 8" is less than 12" in length, increase bag limit. •Reduce the length of the angling season to 6 months and/or •Increase minimum legal size requirement and/or •Require catch and release of all fish over 12" and/or •Add additional tackle restrictions.	
Wildlife				
Threatened or Endangered Species		All threatened, endangered and sensitive wildlife species habitat will be maintained at least at present standards. Habitat enhancement will result from ecological improvement, particularly in riparian areas.	Conduct small mammal, reptile, mollusc, and amphibian survey to identify potential threatened or endangered species.	
Bald Eagle (Haliaetus leucocephalus)	Bird populations and number of roost sites.		Identify all bald eagle roost sitesand protect trees used for roosting from damage. Restrict recreational use levels near roost sites from December through March if necessary to prevent harassment.	Continue winter waterfowl/eagle count on lower 17 miles of river on annual basis. Couple this information with the Columbia and Wamic/Pine Grove annual survey. Conduct winter eagle count by helicopter on entire lower 100 miles every 2 years.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Wildlife (cont)				
Peregrine falcon (Falco peregrinus anatum)	Bird populations and number of nesting sites.	Conform with Statewide recovery goals of 2 peregrine nest sites within the Lower Deschutes Canyon.	If peregrine nesting occurs, close area around nest sites to public use from April through July if necessary to prevent harassment.	Conduct spring helicopter count in lower 30 miles of river annually to determine when or if adult birds begin nesting in the canyon. Once nesting sites are identified, monitor individual nests annually.
Oregon Sensitive Species				
Osprey	Number of nesting sites.	Increase nesting sites from 2 to 6.	Maintain existing nesting platforms and construct additional platforms in suitable areas.	Count nesting sites every 2 years.
Vegetation				
Upland Plant Communities	Ecological condition and trend as indicated by species composition.	Upland vegetation on BLM and State lands will be managed to maintain or achieve an ecological status between 51 and 75 percent of the plant composition found in the natural plant community (late seral or good ecological condition).	The period of livestock use within the planning area will generally be between November 1 and May 1, unless there is a site specific rationale for an exception. Potential fall/winter/early spring (November 1- May 1) grazing in riparian areas will occur in a manner which provides sufficient residual vegetative cover to prevent erosion and potentially trap flood-born sediments.	Complete ecological site inventory on all BLM, State and Tribally-owned lands.
Riparian Plant Communities	Ecological condition and trend as indicated by the composition of tree, shrub, grass and sedge species.	Livestock grazing on Tribally-owned land will be done in a manner to protect and enhance natural values.	A number of management actions will be employed to accomplish vegetative	Implement intensive monitoring studies (e.g. utilization, actual use, ecological condition and trend) to measure progress in meeting the riparian and upland standards on BLM, State and Tribally-owned lands.
		Livestock grazing management on the Warm Springs Reservation is regulated under Chapter 460 of the		Establish some permanent plot or transect studies in each ecological site, augmented by photo documentation and subjective evaluations.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Vegetation (cont)		Warm Springs Law and Order Code. The regulation of grazing is a Tribal government process involving Indian livestock owners, individual Indian landowners and the Tribal Council. The Bureau of Indian Affairs does establish stocking rates on Indian trust lands. 1. Riparian plant communities on BLM and State lands will be managed to maintain or achieve a minimum of 60 percent of the ecological vegetative potential within 15 years, and ultimately the long-term goal of achieving full vegetative potential. Vegetative potential will vary significantly, depending on specific site characteristics.	objectives for upland and riparian areas. The timing, duration of use, and number of livestock will vary. Fences may be used to control livestock movement, divide pastures, or exclude livestock use. Water developments may be used to replace existing watering locations or redistribute use. Allotments may be operated in combination to increase flexibility, provide periods of no livestock use, or solve practical problems. Coordinated resource management plans, like the plan developed by the Lower Deschutes Coordinated Resource Planning Group for the lower 24 miles of river in 1983, may be used to develop practical management approaches to attaining vegetative goals, while considering other resources and uses. Consultation will occur with livestock operators and affected interests as livestock grazing systems are designed and associated livestock structure development (e.g. fencing, water) is planned. Grazing	Reinventory ecological site condition as changes in status warrant. Similar monitoring will be conducted on private and allotted lands where landowners/managers are agreeable. If, after five years, studies do not indicate a positive trend toward meeting vegetative standards, temporary or permanent livestock exclusions will be implemented on public lands and recommended or encouraged on private and Tribal allotted lands.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Vegetation (cont)			systems will be developed while considering resource objectives, associated costs for the livestock operators, as well as other economic, social and environmental issues. Resource management agencies will work with private landowners and managers to reach ecological objectives through initiation of cooperative range enhancement projects (e.g. fencing, seeding, planting, water development), that may include appropriate incentives (e.g. funding or materials) for the private individuals. The Division of State lands will utilize these standards in determining the acceptability of proposed removal/fill permits and State Land Board scenic waterway authorizations. In instances where these standards cannot be met or maintained, acceptable mitigation will be required. Intensive studies (e.g. actual use, photo points, ecological condition and trend) will be implemented to measure progress in meeting the riparian and upland standards on public lands.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Vegetation (cont)			Similar monitoring will be conducted on private and allotted lands where landowners and managers are agreeable. If, after five years, studies do not indicate a positive trend toward meeting vegetative standards, temporary or permanent livestock exclusions will be implemented on public lands and encouraged or recommended on private and allotted lands. If livestock operators consistently fail to comply with specific conditions of the grazing agreements on public lands, appropriate enforcement action will be taken, including potential loss of grazing privileges. Operator compliance on public lands will specifically include moving livestock to appropriate pastures at predetermined dates and stocking pastures at predetermined levels. Resource management agencies will cooperate to establish demonstration trial areas that will use different livestock grazing management systems in a variety of sites to better	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Vegetation (cont)			determine the most effective management systems in a variety of sites to better determine the most effective techniques for restoring upland and riparian vegetative communities. Management agencies will develop and use a consistent technique for evaluating vegetative change throughout the river canyon. In instances where State or BLM lands are a small or isolated portion of the livestock pasture, the agencies will attempt to develop livestock management actions that are consistent with private land management, while striving to reach overall riparian and upland vegetative objectives. Motor vehicle use on BLM, State and Tribally-owned lands will be confined to designated roads and trails. All other vehicle routes will be closed and rehabilitated. Recreational use will be managed within acceptable standards (see Recreational Use section). Prescribed fire will be used as appropriate to maintain or achieve desired ecological condition.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Botanical				
Special status plant species *Astragalus tyghensis* (Tygh Valley milkvetch) *Astragalus howellii* var. *howellii* (Howell's milkvetch) *Cyperus rivularis* (shining cyperus) *Mimulus junger-mannioides* (hepatic monkey flower) *Lomatium farinosum* var. *hambleniae* (Hamblens lomatium) *Talinum spinescens* (talinum) Note: As monitoring continues, there may be some adjustments to the legal status of certain species. A serious decline in population density and/or health may result in the elevation of status and a corresponding increase in needed monitoring. Conversely, a significant, long-term increase in population density may result in a lowering of status and a corresponding decrease in monitoring activity.	Population extent, number of individual plants and population health.	All plant species which are Federal Candidates for listing under the Threatened and Endangered Species Act will be protected and managed to ensure they do not become listed.	Conduct complete botanical inventory of BLM, State and Tribally-owned lands within the canyon. All BLM, State or Tribally-owned actions in the canyon will be subject to on-site review to determine the presence or absence of these species and appropriate mitigation measures will be initiated, including project modification or abandonment. An estimation of threats to each population will be made as part of each monitoring visit, including any impacts associated with recreational use of the habitat. As a result, changes in land use through closure, fencing, change in grazing practices, etc. may be required to protect the species.	Each population of Federal candidates for listing as endangered or threatened (*Astragalus tyghensis*, *Astragalus howellii* var. *howellii* and *Mimulus jungermannioides* are currently known to occur) will be monitored annually for 3 consecutive years utilizing basic plant sampling techniques. Determine plant vigor, size and flower/fruit production. More intensive studies to determine seed production, seedling establishment, plant mortality and other factors will be conducted at smaller subsets of these populations. After 3 years, sample plots will be revisited every 3 to 5 years. *Lomatium farinosum var. hambleniae* and *Talinum spinescens*, which are endangered or threatened in Oregon but more common elsewhere, will receive less intensive monitoring, but in some instances will still be substantial.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Botanical (cont)				*Cyperus rivularis* is an Oregon Natural Heritage Program review species and will be monitored at least every 5 to 7 years to determine if it is still present and if there are any changes in habitat due to biotic or unauthorized human activities.
Cultural (Prehistoric & Historic)	Site Integrity (condition/ trend)	No significant cultural resource which is being irreparably damaged by human use or eroded by natural forces to the point that it is in danger of being lost will be acceptable.	Public information and education efforts through brochures, signs, information stations and visitor contact points will be implemented. Use by humans and domestic animals will be managed, restricted or closed by signing or fencing if damage to significant sites occurs. Impacts to cultural resources may be mitigated in some high use areas by surface collection of visible The managing agencies will conduct a survey or resurvey of all BLM, State and Tribally-owned lands. Private allotted lands will also be surveyed if permission can be obtained from the landowner.	Sites on BLM, State and Tribally-owned lands will be field checked to determine site condition, vandalism, natural and/or human-caused disturbance and rephotographed as needed on the following priority schedule: 1-House pits, burials, rock shelters and rock art sites which are easily accessible or in high use areas at least four times annually; 2-House pits, rock shelters, burials and rock art sites which are not easily accessible or in high use areas at least once per year; 3-Shell middens, quarry sites, flaking stations, talus depressions, rock cairns and campsites along with historic railroad and

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Cultural (Prehistoric & Historic) (cont)			Nominations to the National Register of Historic Places will occur as appropriate. Surveillance of sites which are easily accessible and/or in high recreation use areas will be conducted by field personnel, law enforcement people and/or volunteers on a regular basis. Stabilization of significant sites will be implemented if feasible. If stabilization of a disturbed or threatened site is not feasible, the site will be further evaluated and salvaged to the greatest degree possible.	settlement features which are easily accessible or in high use areas at least every 2 years; 4-Shell middens, quarry sites, flaking stations, talus depressions, rock cairns and campsites along with historic railroad and settlement features which are not easily accessible or in high use areas at least every 5 years.
Scenery and Geology	Cultural modifications (human-caused changes) which would substantially impair the natural beauty by altering the landform, vegetation, water, color or character of the area.	Contrasts created by new management activities will not be allowed if they attract the attention of the casual observer within the characteristic landscape. Natural ecological changes will predominate.	The entire river will be divided into scenery quality rating units based on landscape character. A scenery evaluation will be completed at one-river mile intervals to be used as a baseline comparison for future cultural modifications. Specific standards will be developed by the managing agencies for each scenery quality rating unit which addresses acceptable and unacceptable cultural modifications including degrees of change in land use, surface disturbance and development densities. Visual contrast rating and evaluation will be conducted for all proposed cultural modifications on BLM, State, Tribally-owned as well as private and allotted lands. Actions which are not con-sistent with visual resource management objectives will be modified or rejected.	Ongoing as proposals develop and supplemented with on-the-ground surveillance at least twice per year to detect possible unauthorized activities.

Recreational Use

Use levels directly affect the type of recreation experience provided. High levels of use can, but do not necessarily mean a lower quality recreation experience. It does, however, directly affect the type of experience a visitor has. Use levels are also one of several factors which can affect resource conditions. However, actions can be taken to reduce the impact without necessarily having to reduce levels of use. Actions such as stabilizing the resource through facility development or rehabilitation or regulating use through limitations or site closures can often achieve management goals while maintaining use levels.

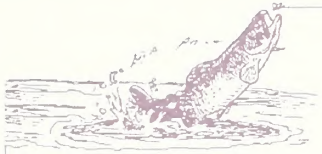
The establishment and future adjustment of use levels to be targeted (a change in the target use levels) must be guided by the mandate to protect and enhance the outstandingly remarkable values, to protect the basic soil, vegetation and water resources and to achieve the management goals while maintaining the river and each segment.

Daily and seasonal use targets may be increased or decreased through the plan amendment process as needed to comply with all of the following objectives:

1. Outstandingly remarkable values are maintained and enhanced.
2. Soil, vegetation and water resources are maintained or enhanced.
3. Goals for the river, as well as individual segments, are complied with.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Recreational Use				
Boating	Ecological and Sociological Conditions	The goal of this plan is to manage the lower 100 miles of the Deschutes River canyon on a segment-by-segment basis to protect and enhance the river's outstandingly remarkable and related values while allowing the continuation of compatible existing uses, including a wide range of public outdoor recreation opportunities and minimizing user conflicts.	Overall boating use (motorized and nonmotorized) during the primary use season (May 15-September 15 in Segments 1, 2 and 3 and May 15-October 15 in Segment 4) will be managed at approximately 1990 seasonal levels while redistributing daily peak weekend use to weekday or other weekend periods where daily boating use is less than management target levels. Use levels for each segment during the	Any adjustment in use levels will be based on the evaluation of ecological and sociological monitoring data over at least a 3-year period. Data collected from LAC monitoring of all outstandingly remarkable values will be utilized. Annual reports regarding violations, incidence of trespass, vandalism, as well as facility utilization and

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Recreational Use (cont)		These recreation opportunities will be provided in a manner that does not substantially impair the natural beauty of the river canyon, diminish its esthetic, fish and wildlife, scientific and recreational values and take into account the rights and interests of private landowners and Tribal treaty rights. Recreation Management Goals by River Segment Segment 1 (Pelton Reregulating Dam - Trout Creek) Goal: This river segment will be managed to maintain or enhance the high quality trout fishery. Management will provide primarily for day use and nonmotorized boating opportunities at a relatively moderate use level.	primary use season will be managed as follows: Boater Use Targets Daily Target (Boaters) / Seasonal Target (Boaters) Seg 1: 220 / 21,400 330 / 32,200 Seg 2: 1,700 / 74,100 Seg 3: 250 / 13,900 Seg 4: 325 / 19,600 **Total: 161,200** Indirect or voluntary management actions will be given a 3-year period after the date of approval of the final plan to achieve these boating use targets. Several management actions will be considered by the managing agencies beginning with those which are the least restrictive actions to achieve management objectives. They include: Entire river - High Priority • Develop and implement comprehensive user information/education program including staffed visitor contact stations at major entry/launch sites.	traffic volumes will also be considered as monitoring data. A random weekday and weekend/holiday sampling will be conducted during the primary use season at boat landing sites to monitor actual numbers of boaters using each segment. Sampling error will be within 5 percent. A short verbal survey of visitors utilizing questionnaires about quality and type of recreation experience will be developed. The user survey instrument will be designed by an impartial professional party. The survey will be administered at random shore locations on randomly selected half days during the primary use season. The sampling program will be used to determine if management goals for each segment are being met.



Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Recreational Use (cont)		Segment 1 (Trout Creek-Deschutes Club Locked Gate) Goal: This segment will be managed primarily to maintain or enhance the high quality trout fishery and nonmotorized boating opportunities. Occasional encounters with other users will occur. While some day use will continue, most activities will involve overnight camping. Segment 2 (Deschutes Club Locked Gate-Sherars Falls) Goal: This river segment will be managed for relatively high levels of nonmotorized whitewater boating day use as well as trout and steelhead fishing. Management will focus on achieving a higher level of environmental and social ethics. Management actions will emphasize resource protection, public health and safety, and reduction of user conflicts.	•Ban alcohol/open containers at boat launch sites. Alcohol ban may be expanded to additional specific sites if required as a result of social conflicts and to improve public safety. •All project design plans where facilities will be constructed will consider protecting or improving resource condition, reducing user conflicts and improving public safety rather than increasing the capacity of the site to accommodate use. •Phase in vehicle use (passenger capacity) restrictions. •Confine vehicle parking for raft rentals to designated spaces. •Require boaters to be certified. •Implement voluntary campsite registration system. Moderate Priority •Regulate guided launch times and number of launches per day.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Recreational Use (cont)		Segment 3 (Sherars Falls-Macks Canyon) Goal: This river segment will be managed primarily to provide moderate levels of dispersed use by boaters, anglers and campers with vehicles. Segment 4 (Macks Canyon-Mouth) Goal: This area will be managed primarily for fishing and will provide access for motorized, and nonmotorized boats, with opportunities for hiking, mountain bike and horseback riding. Management will be toward dispersed recreational opportunities. Management actions will reduce social conflicts among users. Daily and/or seasonal boating target levels will be adjusted up or down as needed to achieve the above goals.	•Implement 6-people-per-day punch card system for motorized boats. •Limit camping length of stay to 24 hours. •Designate suitable undeveloped campsites and confine boat-in camping to those areas. •Implement a campsite reservation system. •Further reduce nonmotorized boating party size to ten people in Segments 1, 3 and 4 and 14 people in Segment 2. •Charge higher fee for boater passes on peak weekend periods or in high use areas. •Replace boater pass system with day passes for specific river segments. If the above actions or other similar techniques developed by the managing agencies are not successful in achieving boater use targets within 3 years, a limited entry system will be implemented as discussed in Use Levels section.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Camping	Ecological and sociological conditions.	Camping use will be managed to the same standards as outlined for boating. Suitable levels of use for camping will be established when sufficient data becomes available.	Undeveloped campsites will be managed with the following objectives in mind: 1. First and foremost is the protection and enhancement of the values identified in the plan. 2. Overnight camping will be managed with the least restriction and regimentation on campers necessary to ensure the protection and enhancement of the values identified in the plan. 3. The most favored means of management will be informational measures by which campers can voluntarily achieve management standards. 4. Site stabilization measures which detract from the physical appearance of the natural river corridor will be minimized. 5. Positive steps will be taken to protect the rights of the private property owner while at the same time encouraging private property owners to make accommodations for the public benefit.	Same monitoring as above.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Camping (cont)			6. Signing will be done in a manner to cause the least visual disruption in the planning area. 7. In general, signing will be used to designate areas where overnight camping is prohibited as opposed to where overnight camping is allowed. If private land can be acquired and alternative camping facilities are provided at off-river sites at Maupin, Buckhollow or other suitable locations, overnight camping will be phased out on a case-by-case basis from Harpham Flat to Sherars Falls. Those areas where a water system exists will have waste water disposal facilities for "gray water" provided. Campsites and other developed facilities in roaded segments of the river will be designed for access and use by the handicapped.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Camping (cont)			New overnight camping facilities will be located outside of the riparian areas and away from sensitive wildlife habitats. Overnight camping fees will be charged for all campsites on public land which are accessible by vehicle. Vehicle camping will be limited to designated campsites only. Other management actions to be taken are: Public brochures and maps will be developed to inform and educate campers on how to avoid peak use periods and utilize less crowded sections of the river. The managing agencies will develop a cooperative system for gathering and analyzing overnight camping data to maintain accurate monitoring information to ensure that management objectives are met.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Camping (cont)			Overnight camping group size will be determined by the size and capability of the site; however, in no case will group size exceed 16 people per site in Segments 1, 3 or 4 and 24 in Segment 2. Larger parties will be discouraged. Overnight camping length of stay will be limited to four nights in undeveloped sites and 14 nights in developed sites except at Deschutes State Park where the camping limit will be ten days out of 14. Motorized boats will be limited to seven nights between May 15 and October 15 in those areas where they are allowed. All camping equipment and personal property will then be removed from the area and cannot be relocated within 1/4-mile of the same site for a period of at least 14 nights. If overnight camping use levels exceed site capacity on a regular basis, the length of stay will be reduced to two nights in undeveloped sites and seven nights in developed/semi-developed campgrounds and if necessary,	

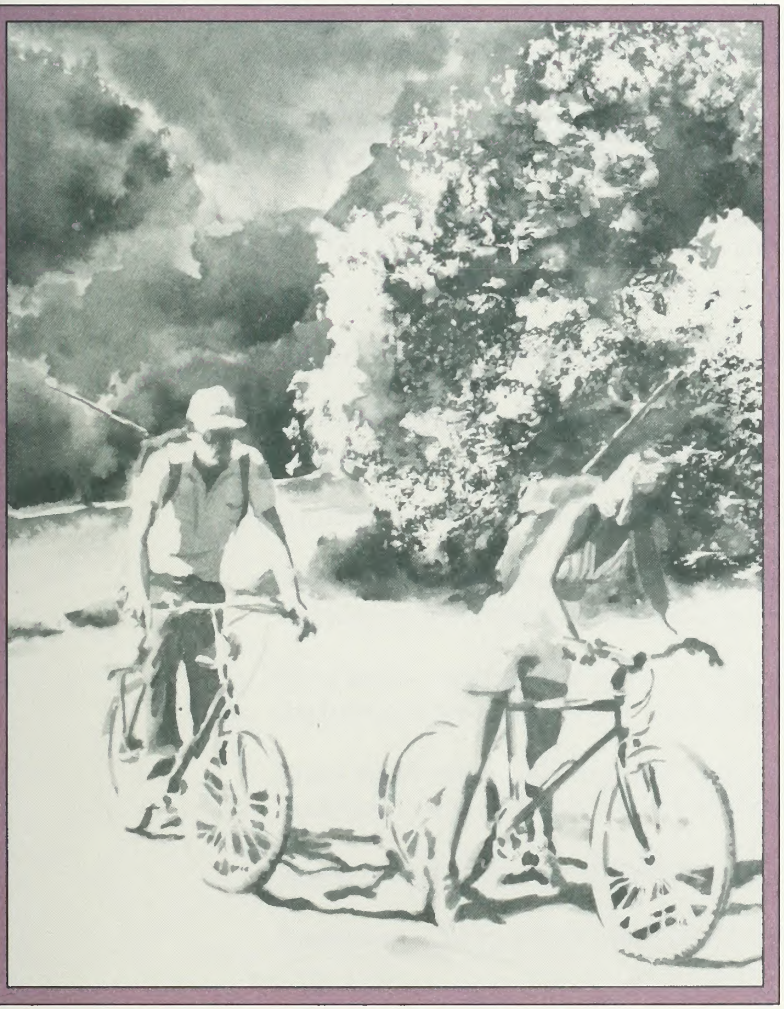
Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Camping (cont)			further reduced to one night and four nights respectively during peak use periods. As a last resort, if overnight camping use levels exceed site capacity, a campsite reservation system will be implemented during peak use periods. **Segment 1** - 143 sites (public land) - 140 undeveloped/primitive non-vehicle access sites and four developed/semi-developed campgrounds with 70 individual campsites. **Segment 2** - 14 sites (public land) - six undeveloped/primitive non-vehicle access sites and eight developed/semi-developed campgrounds with 48 individual campsites. **Segment 3** - 40 sites (public land) - 32 undeveloped/primitive non-vehicle access sites and eight developed/semi-developed campgrounds with approximately 67 individual campsites.	

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Camping (cont)			Segment 4 - 142 sites (public land) - 135 undeveloped/primitive non-vehicle access sites, six undeveloped/primitive drive-in/boat-in sites and one developed campground at Deschutes State Park with 34 individual campsites. See Maps 3 and 4 for locations of camping areas.	
Other Recreational Users	Ecological and sociological conditions.	Other recreational use will be managed to the same standards as outlined for boating. Suitable levels of use for these activities will be established as needed and as sufficient data becomes available.	Same actions as above.	Same monitoring as above.

Value to be Maintained and Enhanced	Key Indictor of Overall Condition	Management Standard to be Used	Management Action(s) to be Implemented	Monitoring Required to be Implemented
Undeveloped Campsites on BLM, State and Tribally-owned Lands	Soil stability. •Percent of campsite that is exposed bare soil. •Stability of riverbank. •Degree of soil loss. Vegetative composition, condition and trend. •Percent of campsite with significant vegetative disturbance. •Degree of tree damage including exposed roots.	Impacts to campsites will be light or moderate based on subjective judgement regarding vegetation impacted, exposed tree roots, trails, bare areas, dead trees, erosion and vegetation change as follows: Light—Previous ground vegetation present on the site. Vegetation often flattened but not permanently injured. Minimal physical change. Moderate—Previous ground vegetation intact, but growth somewhat retarded. Ground vegetation worn away in center of activity area. Heavy—Most previous ground vegetation gone, beginning tree root exposure, trails radiate from site, erosion absent, litter or duff still present, impact restricted to site. Extreme—Previous ground vegetation gone, dead trees, tree roots exposed, erosion present or beginning, compacted soil restricts reestablishment of indigenous vegetation, changes in species composition, bare mineral soil widespread, little litter or duff, satellite areas may be present.	Complete campsite inventory and evaluation for all campsites on BLM, State and Tribally-owned lands. •Harden all campsites which are being impacted to a moderate, heavy or extreme degree with basic site protection measures. •Campsites which have received heavy or extreme impacts will be rehabilitated and if necessary, closed until levels of impacts have been mitigated to at least moderate.	A campsite monitoring system will be developed to document present campsite condition and means to measure cumulative change in soil and vegetative condition. This specific monitoring system will incorporate the elements of 2 USDA Forest Service reports entitled "Area of Vegetation Loss: A New Index of Campsite Impact" published in July 1989 and "Wilderness Campsite Monitoring Methods: A Sourcebook" published in April 1989.

D. Plan Update and Amendment Process

The implementation of the Deschutes River Management Plan will be monitored to ensure that management actions are meeting their intended purposes. This will be done in four ways: 1) A cooperative management agreement involving the United States through the Secretary of Interior, the State of Oregon and the Confederated Tribes is required by the Omnibus Oregon Wild and Scenic River Act. This agreement will govern the implementation of the plan. It is expected that this agreement will establish the specific process to ensure that:



- management actions are resulting in satisfactory progress toward achieving objectives,

- actions are consistent with current policy,

- original standards and assumptions were correctly applied and impacts correctly predicted,

- mitigation measures are satisfactory,

- it is still consistent with the plans and policies of Federal, State or local governments and the Confederated Tribes.

As part of plan evaluations, the managing agencies will review the plan for consistency with their officially approved related plans, programs and policies. Advisory groups will also be consulted during evaluations in order to secure their input.

2) Plan amendments may be initiated because of the need to consider monitoring findings, new data, new or revised policy, a change in circumstances, or a proposed action that may result in a change in the scope of resource uses or a change in the terms, conditions and decisions of the approved plan. Upon completion of a periodic evaluation or in the event that modifying the plan becomes necessary, all of the managing agencies will determine what, if any, changes are necessary to ensure that the management actions of the plan are consistent with its objectives. If the managing agencies find that a plan amendment is necessary and that BLM would be one of the decisionmakers, an

environmental analysis and public review of the proposed change would be conducted with appropriate opportunities for public and interagency review and comment. If the amendment is approved by the managing agencies, it may be implemented 30 days after public notice or as soon as applicable rules, ordinances, etc. are adopted.

3) Plan maintenance actions may be taken to respond to minor data changes, refinements or clarifications. Such maintenance is limited to further refining or documenting a previously approved decision incorporated in the plan. Plan maintenance will not result in expansion in the scope of resource uses or restrictions or change the terms, conditions and decisions of the approved plan unless clearly required by Federal or State law. Maintenance actions are not considered a plan amendment and do not require the formal public involvement and interagency coordination process undertaken for plan amendments. Notification of these actions will be discussed in the Lower Deschutes River newsletter to be published twice a year.

4) The Limits of Acceptable Change process will be the basis for monitoring and evaluating the effectiveness of plan decisions. Changes or adjustments in management actions will be primarily based on monitoring as discussed in the Monitoring and Evaluation section.

Glossary

Access - The ability of recreationists to reach the areas in which they wish to recreate.

Access easement - A legal right to cross the land granted to the public by a landowner.

Administrative rules - Regulations established by State agency boards and commissions in accordance with Oregon Revised Statutes.

Allocation - The assignment and distribution of recreational use or access to users through management methods after it is determined that demand for the resource exceeds acceptable limits or established standards.

Allotment - An area of land where one or more livestock operators graze their livestock.

Allotted lands - Lands within the Confederated Tribes of the Warm Springs Indian Reservation which are privately owned.

Aquatic - Living or growing in or on the water.

Archaeological site - Geographic locale containing structures, artifacts, material remains and/or other evidence of past human activity.

Artificial Structures - Constructed cavities which provide shelter for wildlife, such as bird houses.

Basic site protection measures - Engineering techniques designed to reduce or control recreation impacts. In campsites it could include tent pads, toilets, footpaths, steps and vegetative plantings. (Also see campsite stabilization.)

BLM lands - Any land and interest in land managed by the United States Government and administered by the Secretary of the Interior through the Bureau of Land Management.

Boat - Watercraft used or capable of being used as a means of transportation on the water, but does not include aircraft equipped to land on water, boathouses, floating homes, air mattresses, beach and water toys or single inner tubes.

Boater - Any person who utilizes a floating craft or device for transportation on the surface of the river.

Boater day - Use by a boater of any river segment for all or part of a day.

Boater pass - A license (not a permit) required by State law to launch, operate or ride in any boat or engage in any camping, fishing or other activity in connection with being transported by a boat on those portions of the Deschutes River designated as scenic waterways.

Campground - One or more developed campsites in a specific area.

Camping - outdoor living for recreation.

Campsite - individual unit for camping.

Campsite stabilization - Measures taken to reduce camper impact on the natural resources, such as paving a footpath. Also see Basic site protection measures.

Campsite quality rating - The evaluation of the characteristics of a campsite such as size, slope, presence of shade and overall desirability for human use.

Campsite rehabilitation - Measures taken to restore damaged campsites and to prevent further damage to natural resources, such as planting grass and shrubs.

Campsite switching - two groups trading campsites in order to avoid the length of stay regulations.

Chemical spills - Accidental releases of chemical products which have the potential for damaging natural or human resources.

Client - A paying member of a guided or outfitted group.

Cultural Resources - Remains of human (prehistoric and historic) activity, occupation, or endeavor, reflected in districts, sites, structures, buildings, objects, artifacts, ruins, works of art, architecture and natural features that were of importance in past human events. Cultural resources consist of: (1) physical remains; (2) areas where significant human events occurred, even though evidence of the events no longer remains; and (3) the environment immediately surrounding the actual resource.

Degraded site - Any area which is in declining ecological condition.

Deschutes River Scenic Waterway Recreation Area - The area defined by ORS 390.930-.940 that originates at Pelton Reregulating Dam and terminates at the river's confluence with the Columbia River and includes related adjacent land within 1/4 mile of the average high water line.

Deschutes Wild and Scenic River Area - The area within the proposed WSR boundaries originating at Pelton Reregulating Dam and ending at the confluence with the Columbia River. The area averages not more than 320 acres per rivermile.

Developed campground - Accessible by motor vehicle and contains improvements for camper comfort and sanitary facilities such as toilets, drinking water, tables and trash receptacles.

Diversity - A measure of the variety of species and habitats in an area that takes into account the relative abundance of each species or habitat.

Early seral - Ecological status that corresponds to 0 to 25 percent of the plant composition found in the potential natural community. Synonymous with poor range condition.

Ecological status - Four classes of successional stage (or range condition) used to express the degree to which the composition of the present plant community reflects that of climax. The four classes (followed by the percentage of plant community that is climax for the site) are: *Potential, Natural Community*, 76-100; *Late seral*, 51-75; *Mid-seral*, 26-50 and *Early seral*, 0-25.

Environmental Impact Statement (EIS) - A formal document to be filed with the Environmental Protection Agency that considers significant environmental impacts expected from implementation of Federal actions.

Erosion - Detachment and movement of soil or rock fragments by water, wind, ice or gravity.

Exclosure - An area fenced to exclude animals (primarily livestock).

Final Plan approval - Date of public release of the final Lower Deschutes River Management Plan.

Fire suppression areas - Those areas identified where fire suppression is required in order to prevent unacceptable resource damage and/or to prevent loss of life or property.

Floating devices - See Boat

Forage - All browse and herbaceous plants that are available to grazing animals including wildlife and domestic livestock.

Gravel recruitment - The downstream movement of gravel caused by high volume of flow.

Gray water - Sink or other non-sewage waste water.

Ground cover - Grasses or other plants that keep soil from being blown or washed away.

Group size - The number of people in a boating or camping party including guides and any support personnel.

Guide - A person who provides services by leading one or more other persons in outdoor recreation activities for a fee.

Guide permit - A license to carry out the activities of a guide.

Habitat - The type of environment in which certain plants or animals live.

Historic site - Locales exhibiting remains of human activity, occupation or endeavors from the beginning of written history to within the last 50 years.

Impact - A change in the environment caused by the activities of humans.

Instream water right - A right to the use of water which remains in the stream, such as for fish, recreation or pollution abatement.

Issue - A subject or question of widespread public discussion or interest regarding management of a geographic area which has been identified through public participation.

Landing site - The riverbank location where boats are taken from the river.

Late seral - Ecological status corresponding to 51 to 75 percent of the plant composition found in the potential natural plant community. Synonymous with good range condition.

Launch site - The riverbank location where boats are placed in or removed from the river.

Limited entry system - A system in which the number of participants in an activity is limited to meet certain management objectives.

Limits of Acceptable Change - A process for establishing acceptable and appropriate conditions based on the premise that change to the ecological and social conditions of an area will occur as a result of natural and human factors. The goal of management is to keep the character and rate of change due to human factors within acceptable levels.

Locatable minerals - The metallic minerals subject to development specified in the General Mining Law of 1872. Within the planning area this includes gold, mercury and bentonite.

Management objectives - Parameters or goals to be used as standards to measure the success of the management plan.

Mid-seral - Ecological status that corresponds to 26 to 50 percent of the composition found in the potential natural plant community. Synonymous with fair range condition.

Monitoring - The orderly collection of data to evaluate the effects or changes that result from management actions.

Motorboat - Any boat propelled in whole or in part by machinery, including boats temporarily equipped with detachable motors.

Multiple use - The harmonious use of land or water resources for more than one purpose.

National Register of Historic Places (NRHP) - The official list, established by the Historic Preservation Act of 1966, of the nation's cultural resources worthy of preservation.

National Wild and Scenic Rivers System - A system of Congressionally designated rivers and their immediate environments that have outstanding scenic, recreational, geologic, fish and wildlife, historic, cultural and other values and are preserved in a free-flowing condition. The system is of three types: (1) Recreation—rivers or sections of rivers readily accessible by road or railroad that may have some development along their shorelines and that may have undergone some impoundment or diversion in the past; (2) Scenic—rivers or sections of rivers free of impoundments, with shorelines or watersheds still largely undeveloped but accessible in places by roads; and (3) Wild—rivers or sections of rivers free of impoundments and generally inaccessible except by trails, with watersheds or shorelines essentially primitive and waters unpolluted.

Native species - Plants or animals that are indigenous to an area.

Noise standards - Measurements of sound which are used to determine when that sound becomes obnoxious to human ears.

Non-commercial - Activities in which there is a bona fide sharing of the cost of the activity between all participants.

No-trace camping - The art of camping without leaving signs of use.

No-wake zone - An area where boat speed is reduced to minimize boat wake, with a 5 mph maximum speed.

Noxious weed - A plant specified by law as being especially undesirable, troublesome and difficult to control.

Off-highway vehicle (OHV) - Any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding (1) any nonamphibious, registered motorboat; (2) emergency vehicles; and (3) vehicles in official use.

On-site regimentation - Regulations, restrictions or controls which limit or influence how people use an area or resource.

Outfitter - A person who for compensation or other gain, provides equipment, supplies or materials and services for the conduct of outdoor recreational activities.

Paleontological resource - Remnants of life from past geological ages as seen in fossil plants and animals.

Pass-through zone - An area of streambank where boaters are prohibited from stopping.

Performance evaluation - A check on the professional performance of a guide as a means of assuring high standards in the activity.

Permittee - One who holds a license to use public lands or waters for financial gain.

Permit system - A method of allotting use of a public resource through issuance of permits.

Plan objectives - Guiding statements or goals that present the purposes and overall intent of the planning effort.

Planning area - The Deschutes River and its immediate environment within either the State Scenic Waterways boundary or final National Wild and Scenic Rivers boundary between the Pelton Reregulating Dam and the Columbia River.

Potential Natural Community (PNC) - The final or stable biotic community in a successional series. Usually self-perpetuating, it corresponds to 76 to 100 percent of the plant composition found in the potential natural plant community. Synonymous with excellent range condition.

Prehistoric - The period of time before written records.

Primitive campsite - Contains no improvements for camper comfort or sanitation.

Public Contact Person - A person assigned to do public information and education work.

Public Utilities Commission (PUC) - The State agency that regulates investor-owned electric and natural gas utilities, water companies, telephone and transportation industries.

Return flows - Excess irrigation water which returns to a stream.

Right-of-way - A permit or easement which authorizes a specific use of a specific area of land.

Riparian area - The land adjacent to water, where water, soil and vegetation interact to form a unique microclimate.

River ranger - A person assigned to do public information and education work along with minor law enforcement.

Sanitation facilities - Installations of buildings or other structures which ease the disposition or collection of human waste.

Scoping - The process by which significant issues relating to a proposal are identified. It includes eliciting public comment, evaluating concerns and developing issues and alternatives for consideration.

Sediment - Soil, rock particles and organic or other debris carried from one place to another by wind, water or gravity.

Semi-developed campground - accessible by motor vehicle and contains some improvements for camper comfort and sanitation but does not meet all requirements of a developed campground.

Sensitive wildlife habitat - Habitat such as riparian areas, which are crucial for nesting, rearing, feeding or cover.

Shuttle driver - A person who shuttles personal vehicles from a launch site to a landing site for a fee.

Shuttle service - The hauling of people, boats, vehicles or other equipment for a fee.

Sidecasting - The disposal of rock or soil materials alongside the roadway or railroad during road construction or maintenance.

State lands - Lands managed by an Oregon government agency.

Stewardship - The exercise of responsible care of land, water or other natural resources, or recreational resources such as a campsite.

Succession - The process of vegetative community change towards climax or potential natural community.

Suitable campsite - A site on which soil, vegetation and slope conditions are capable of accommodating camping use without significant damage to the basic resources.

Tackle restriction - A prohibition on the use of certain fishing equipment.

Treaty rights - Legal rights of the Confederated Tribes of the Warm Springs Indians, established in their treaty with the United States Government in 1855.

Tribally-owned lands - Lands owned by the Confederated Tribes of the Warm Springs within or outside the reservation boundary.

Turbidity - A measure of water clarity.

Undeveloped campsite - Contains few improvements for camper comfort or sanitation, usually accessible only by boat.

Water cannon - A mechanical device utilizing a pump to spray water as a recreational activity.

Water quality - The chemical, physical and biological characteristics of water with respect to its suitability for a particular use.

V. Appendices

A. Description of Final National Wild and Scenic River Boundary

B. Letter from Senator Mark O. Hatfield

C. State of Oregon Declaration of Navigability for the Lower 100 Miles of the Deschutes River

Appendix A. Lower Deschutes Wild and Scenic River Boundary - Final Administrative Boundary

Legal description of final administrative boundary commencing at Pelton Reregulating Dam and extending downstream to the Columbia River.

T. 10 S., R. 12 E., W.M.

Section 1 (Regulator Dam):

From the mean high water line on the west bank of the Deschutes River where it intersects with the north line of the southeast 1/4 of the northeast 1/4 of the southwest 1/4 of section 1, T. 10 S., R. 12 E., thence easterly to the southeast corner of the northeast 1/4 of the northwest 1/4 of the southeast 1/4 of section 1, thence northerly to the center east 1/16 corner, thence easterly to the westerly right-of-way boundary line of highway 26, thence along said right-of-way boundary to the north line of section 1.

T. 9 S., R. 12 E., W.M.

Section 31:

Thence northeasterly along the northwest right-of-way boundary of highway 26 to the east-west centerline of the northwest 1/4, thence easterly to the northeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 30 and 31.

Section 30:

Thence northerly to the center east 1/16 corner, thence easterly to the 1/4 corner common to sections 29 and 30.

Section 29:

Thence easterly to the center west 1/16 corner, thence northerly to the northwest 1/16 corner, thence easterly to the center north 1/16, thence northerly to the 1/4 corner common to sections 20 and 29.

Section 20:

Thence easterly to the east 1/16 corner common to sections 20 and 29, thence northerly to the center east 1/16 corner, thence easterly to the rimrock of the canyon, thence northeasterly along said rimrock to the line common to section 20 and 21.
Section 21:

Thence continuing northeasterly along said rimrock to the line common to sections 16 and 21.

Section 16:

Thence continuing northeasterly along said rimrock to the southeast 1/16 corner, thence easterly to the south 1/16 corner common to sections 16 and 15.

Section 15:

Thence easterly to the southwest 1/16 corner, thence northerly to the center west 1/16 corner, thence easterly to the 1/4 corner common to sections 15 and 14.

Section 14:

Thence easterly to the 1/4 corner common to sections 14 and 13.

Section 13:

Thence easterly to the center west 1/16 corner, thence northerly to the northwest 1/16 corner, thence easterly to the northeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 13 and 12.

Section 12:

Thence easterly to the section corner common to sections 12 and 13, T. 9 S., R. 13 E., W.M. and sections 7 and 18, T. 9 S., R. 14 E., W.M.

T. 9 S., R. 14 E., W.M.

Section 7:

Thence northerly to the south 1/16 corner common to sections 7 and 12, thence easterly to the southwest 1/16 corner, thence northerly to the center west 1/16 corner, thence easterly to the center 1/4 corner, thence northerly to the center north 1/16 corner, thence easterly to the north 1/16 corner common to sections 7 and 8, thence northerly to the corner common to sections 5, 6, 7 and 8.

Section 5:

Thence northerly to the south 1/16 corner common to sections 5 and 6, thence easterly to the southwest 1/16 corner thence northerly to the center west 1/16 corner, thence easterly to the center 1/4 corner, thence northerly to the 1/4 corner common to section 5, T. 9 S., R. 14 E. and section 32, T. 8 S., R. 14 E., W.M.

T. 8 S., R. 14 E., W.M.

Section 32:

Thence northerly to the center south 1/16 corner, thence easterly to the southeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 29 and 32.

Section 29:

Thence easterly to the section corner common to sections 28, 29, 32 and 33, thence northerly to the section corner common to sections 20, 21, 28 and 29.

Section 21:

Thence easterly to the east 1/16 corner common to sections 21 and 28, thence northerly to the center east 1/16 corner, thence easterly to the 1/4 corner common to sections 21 and 22, thence northerly to the section corner common to sections 15, 16, 21 and 22.

Section 15:

Thence easterly to the west 1/16 corner common to sections 15 and 22, thence northerly to the west 1/16 corner common to sections 10 and 15.

Section 10:

Thence northerly to the northwest 1/16 corner, thence westerly to the north 1/16 corner common to sections 9 and 10.

Section 9:

Thence westerly to the northeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 4 and 9.

Section 4:

Thence westerly to the 1/4 corner common to sections 4 and 9, thence northerly to the center north 1/16 corner, thence westerly to the northwest 1/16 corner, thence northerly to the west 1/16 corner common to section 4, T. 8 S., R. 14 E. and section 33, T. 7 S., R. 14 E., W.M., thence westerly to the section corner common to sections 4 and 5, T. 8 S., R. 14 E. and sections 32 and 33, T. 7 S., R. 14 E., W.M.

T. 7 S., R. 14 E., W.M.

Section 32:
Thence westerly along the section line common to sections 5 and 32 to the intersection with the west right-of-way boundary line of the Burlington-Northern railroad, thence northwesterly along the west right-of-way boundary line of said railroad to the intersection of the section line common to sections 29 and 32.

Section 29:

Thence easterly to the section corner common to sections 28, 29, 32 and 33, thence northerly to the 1/4 corner common to sections 28 and 29.

Section 28:

Thence easterly to the center west 1/16 corner, thence northerly to the west 1/16 corner common to sections 21 and 28.

Section 21:

Thence northerly to the west 1/16 corner common to sections 16 and 21, thence westerly to the section corner common to sections 16, 17, 20 and 21.

Section 17:

Thence northerly to the section corner common to sections 8, 9, 16 and 17.
Section 9:

Thence easterly to the 1/4 corner common to sections 9 and 16, thence northerly to the 1/4 corner common to sections 4 and 9.

Section 4:

Thence easterly to the east 1/16 corner common to sections 4 and 9, thence northerly to the center east 1/16 corner, thence easterly to the east 1/4 corner common to sections 3 and 4, thence northerly to the section corner common to sections 3 and 4, T. 7 S., R. 14 E. and sections 33 and 34 of T. 6 S., R. 14 E., W.M.

T. 6 S., R. 14 E., W.M.

Section 34:

Thence easterly to the west 1/16 corner common to section 3, T. 7 S., R. 14 E. and section 34, T. 6 S., R. 14 E., W.M., thence northerly to the west 1/16 corner common to sections 27 and 34, T. 6 S., R. 14 E., W.M.

Section 27:

Thence northwesterly to the section corner common to 21, 22, 27 and 28.
Section 21:

Thence northerly to the 1/4 corner common to sections 21 and 22, thence westerly to the center west 1/16 corner, thence northerly to the northwest 1/16 corner, thence westerly to the north 1/16 corner common to sections 20 and 21, thence northerly to the section corner common to the sections 16, 17, 20 and 21.

Section 17:

Thence westerly to the west 1/16 corner common to sections 17 and 20, thence northerly to the center west 1/16 corner, thence westerly to the 1/4 corner common to sections 17 and 18.

Section 18:

Thence westerly to the west 1/4 corner of section 18, thence northerly to the west section corner common to sections 7 and 18.

Section 7:

Thence easterly to the west 1/16 corner common to sections 7 and 18, thence northerly to the northwest 1/16 corner, thence easterly to the center north 1/16 corner, thence northerly to the 1/4 corner common to sections 6 and 7, thence easterly to the east 1/16 corner common to sections 6 and 7.
Section 6:

Thence northerly to the northeast 1/16 corner, thence westerly to the north 1/16 corner on the west boundary of section 6, thence northerly to the corner common to section 1, T. 6 S., R. 13 E., section 6, T. 6 S., R. 14 E., section 31, T. 5 S., R. 14 E. and section 36, T. 5 S., R. 13 E., W.M.

T. 5 S., R. 13 E., W.M.

Section 36:

Thence westerly to the east 1/16 corner on the south section line of section 36, thence northerly to the east 1/16 corner common to sections 25 and 36, thence westerly to the 1/4 corner common to sections 25 and 36.

Section 25:

Thence northerly to the 1/4 corner common to sections 24 and 25.

Section 24:

Thence northerly to the center north 1/16 corner, thence easterly to the northeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 13 and 24.

Section 13:

Thence northerly to the east 1/16 corner between sections 12 and 13, thence easterly to the east section corner common to sections 12 and 13, T. 5 S., R. 13 E. on the west line of section 7, T. 5 S., R. 14 E., W.M.

T. 5 S., R. 14 E., W.M.

Section 7:

Thence northerly to the south 1/16 corner on the west line of section 7, thence easterly to the southwest 1/16 corner, thence northerly to the center west 1/16 corner, thence easterly to the center 1/4 corner, thence northerly to the center north 1/16 corner, thence northeasterly to the east 1/16 corner common to sections 6 and 7.

Section 6:

Thence northeasterly to the south 1/16 corner common to sections 5 and 6.

Section 5:

Thence northeasterly to the center west 1/16 corner, thence northerly along the west boundary of the southeast 1/4 of the northwest 1/4 to the mean high waterline on the southeast bank of the Deschutes River, thence northeasterly along said mean high waterline to the section line common to section 32, T. 4 S., R. 14 E. and section 5, T. 5 S., R. 14 E., W.M.

T. 4 S., R. 14 E., W.M.

Section 32:

Thence continuing northeasterly along the mean high waterline on the southeasterly bank of the Deschutes River to intersection with the section line between sections 32 and 33.

Section 33:

Thence continuing northerly along the mean high waterline on the east bank of the Deschutes River to the intersection with the section line between sections 32 and 33, thence northerly to the section corner common to sections 28, 29, 32 and 33.

Section 29:

Thence northerly to the north 1/16 corner, between sections 28 and 29, thence westerly to the northeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 20 and 29.

Section 30:
Thence northerly to the southeast 1/16 corner, thence northeasterly to the 1/4 corner common to sections 20 and 21.

Section 21:

Thence northeasterly to the northwest 1/16 corner, thence northerly to the west 1/16 corner common to sections 16 and 21.

Section 16:

Thence northerly to the center west 1/16 corner, thence westerly to the 1/4 corner between sections 16 and 17, thence northerly to the north 1/16 corner between sections 16 and 17, thence northeasterly to the west 1/16 corner between sections 9 and 16, thence easterly to the section corner common to sections 9, 10, 15 and 16.

Section 10:

Thence northeasterly to the southwest 1/16 corner, thence easterly to the southeast 1/16 corner, thence northerly to the east 1/16 corner common to sections 3 and 10, thence easterly to the section corner common to sections 2, 3, 10 and 11.

Section 3:

Thence northerly to the corner common to sections 2 and 3, T. 4 S., R. 14 E. and sections 34 and 35, T. 3 S., R. 14 E., W.M.

T. 3 S., R. 14 E., W.M.

Section 35:

Thence easterly to the 1/4 corner common to section 2, T. 4 S., R. 14 E. and section 35, T. 3 S., R. 14 E., W.M., thence northerly to the center south 1/16 corner, thence easterly to the south 1/16 corner common to sections 35 and 36, thence northerly to the section corner common to sections 25, 26, 35 and 36.

Section 26:

Thence northerly to the section corner common to sections 23, 24, 25 and 26.

Section 23:

Thence northerly to the section corner common to sections 13, 14, 23 and 24.

Section 14:

Thence northerly to the south 1/16 corner common to sections 13 and 14.

Section 13:

Thence easterly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to sections 13 and 24, thence easterly to the section corner common to sections 13 and 24, T. 3 S., R. 14 E. and sections 18 and 19, T. 3 S., R. 15 E., W.M.

T. 3 S., R. 15 E., W.M.

Section 18:

Thence easterly to the 1/4 corner common to sections 18 and 19, thence northerly to the 1/4 corner common to sections 7 and 18, thence easterly to 1/16 corner common to sections 7 and 18, thence southerly to the center east 1/16 corner, thence southeasterly to the south 1/16 corner common to sections 17 and 18.

Section 17:

Thence southeasterly to the west 1/16 corner common to sections 17 and 20, thence easterly to the section corner common to sections 16, 19, 20 and 21, thence northerly to the section corner common to sections 8, 9, 16 and 17.

Section 9:

Thence easterly to the 1/4 corner common to sections 9 and 16, thence northerly to the center 1/4 corner, thence northeasterly to the northeast 1/16 corner common to sections 9 and 10.

Section 10:

Thence northeasterly to the west 1/16 corner common to sections 3 and 10.

Section 3:

Thence northeasterly to the center south 1/16 corner, thence northerly to the 1/4 corner common to section 3, T. 3 S., R. 15 E. and section 34, T. 2 S., R. 15 E., W.M.

T. 2 S., R. 15 E., W.M.

Section 34:

Thence easterly to the east 1/16 corner common to section 3, T. 3 S., R. 15 E. and section 34, T. 2 S., R. 15 E., W.M., thence northerly to the northeast 1/16 corner, thence easterly to the north 1/16 corner common to sections 34 and 35.

Section 35:

Thence easterly to the north 1/16 corner common to sections 35 and 36, thence northerly to the section corner common to sections 25, 26, 35 and 36.

Section 26:

Thence northerly to the section corner common to sections 23, 24, 25 and 26.

Section 23:

Thence northerly to the south 1/16 corner common to sections 23 and 24.

Section 24:

Thence northeasterly to the center 1/4 corner, thence easterly to the east 1/4 corner of section 24.

T. 2 S., R. 16 E., W.M.

Section 19:

Thence southerly to the west 1/4 corner of section 19, thence easterly to the center 1/4 corner, thence northerly to the 1/4 corner common to sections 12 and 19.

Section 12:

Thence northerly to the 1/4 corner common to sections 7 and 12.

Section 7:

Thence northerly to the 1/4 corner common to sections 6 and 7.

Section 6:

Thence northeasterly to the center east 1/16 corner, thence easterly to the 1/4 corner common to sections 5 and 6.

Section 5:

Thence northeasterly to the 1/4 corner common to section 5, T. 2 S., R. 16 E. and section 32, T. 1 S., R. 16 E., W.M.

T. 1 S., R. 16 E., W.M.

Section 32:

Thence northeasterly to the 1/4 corner common to sections 31 and 32.
Section 31:

Thence westerly to the center east 1/16 corner, thence northerly to the east 1/16 corner common to sections 30 and 31.

Section 30:

Thence northerly to the northeast 1/16 corner, thence easterly to the north 1/16 corner common to sections 29 and 30.

Section 29:

Thence easterly to the northwest 1/16 corner, thence northerly to the west 1/16 corner common to sections 20 and 29.

Section 20:

Thence easterly to the 1/4 corner common to sections 20 and 29, thence northeasterly to the 1/4 corner common to sections 20 and 21, thence northerly to the section corner common to sections 16, 17, 20 and 21.

Section 17:

Thence northerly to the south 1/16 corner common to section 16 and 17, thence westerly to the southeast 1/16 corner, thence northerly to the northeast 1/16 corner, thence easterly to north 1/16 corner common to sections 16 and 17, thence northerly to the section corner common to sections 8, 9, 16 and 17.

Section 8:

Thence northerly to the section corner common to sections 4, 5, 8 and 9.

Section 4:

Thence easterly to the west 1/16 corner common to sections 4 and 9, thence northerly to the southwest 1/16 corner, thence easterly to the center south 1/16 corner, thence northerly to the north 1/4 corner, section 4, T. 1 S., R. 16 E., W.M., thence easterly to the section corner common to sections 4 and 5, T. 1 S., R. 16 E., W.M.

Section 5:

Thence westerly to the section corner common to section 32 and 33, T. 1 N, R. 16 E., W.M.

T. 1 N., R. 16 E., W.M.

Section 32:

Thence westerly to the east 1/16 corner on the south line of section 32, thence northerly to the southeast 1/16 corner, thence westerly to the southwest 1/16 corner, thence northerly to the center west 1/16 corner, thence westerly to the 1/4 corner common to sections 31 and 32.

Section 31:

Thence northerly to the section corner common to sections 29, 30, 31 and 32, thence westerly to the section corner common to sections 30 and 31, T. 1 N., R. 16 E. and sections 25 and 36, T. 1 N., R. 15 E., W.M.

T. 1 N., R. 15 E., W.M.

Section 25:

Thence westerly to the east 1/16 corner common to sections 25 and 36, thence northerly to the northeast 1/16 corner, thence westerly to the northwest 1/16 corner, thence northerly to the west 1/16 corner common to sections 24 and 25.

Section 24:

Thence northerly to the southwest 1/16 corner, thence westerly to the south 1/16 corner common to sections 23 and 24.

Section 23:

Thence northerly to the section corner common to sections 13, 14, 23 and 24.

Section 14:

Thence northerly to the section corner common to sections 11, 12, 13 and 14.

Section 11:

Thence northerly to the westerly boundary of the old Deschutes railroad right-of-way, thence northerly along said right-of-way boundary to a point on the south boundary of the northwest 1/4 of section 12, thence easterly to the center 1/4 corner, thence northerly to the 1/4 corner common to sections 1 and 12, thence westerly to the west 1/16 corner common to sections 1 and 12.

Section 1:

Thence northwesterly to the north 1/16 corner common to sections 1 and 2.

Section 2:

Thence westerly to the northeast 1/16 corner, thence northerly to the east 1/16 corner common to section 2, T. 1 N., R. 15 E. and section 35, T. 2 N., R. 15 E., W.M.

T. 2 N., R. 15 E., W.M.

Section 35:

Thence northerly to the east 1/16 corner common to sections 35 and 26.

Section 26:

Thence northerly to the center east 1/16 corner, thence easterly to the west right-of-way boundary of the old Deschutes railroad, thence northerly along the west boundary of the old railroad right-of-way to where it intersects the west boundary of lot 1, thence northerly to the intersection of the south boundary of the right-of-way for highway 206, thence westerly along said highway right-of-way boundary to the intersection with the section line common to sections 26 and 27, thence southerly to the southwest corner of lot 7, thence easterly to the northwest corner of lot 6, thence southerly to the west 1/16 corner common to sections 26 and 35.

Section 35:
Thence southerly to the center west 1/16 corner, thence westerly to the 1/4 corner common to sections 34 and 35, thence southerly to the section corner common to sections 34 and 35, T. 2 N., R. 15 E. and sections 2 and 3, T. 1 N., R. 15 E., W.M.

T. 1 N., R. 15 E., W.M.

Section 2:

Thence southerly to the 1/4 corner common to sections 2 and 3, thence easterly to the center 1/4 corner, thence southerly to the center south 1/16 corner, thence easterly to the southeast 1/16 corner, thence southerly to the east 1/16 corner common to sections 2 and 11.

Section 11:

Thence southerly to the center east 1/16 corner, thence easterly to the center 1/4 corner, thence southerly to the 1/4 corner common to sections 11 and 14.

Section 14:

Thence westerly to the west 1/16 corner common to sections 11 and 14, thence southerly to the west 1/16 corner common to sections 14 and 23.

Section 23:

Thence southerly to the center west 1/16 corner, thence easterly to the center 1/4 corner, thence southerly to the 1/4 corner common to sections 23 and 26.

Section 26:

Thence southerly to the center 1/4 corner, thence easterly to the 1/4 corner common to sections 25 and 26.

Section 25:

Thence easterly to the intersection with the east right-of-way boundary of the electric transmission line, thence southerly along said right-of-way boundary to the intersection of the section line common to sections 25 and 36.

Section 36:

Thence southerly along said right-of-way boundary to the intersection with the north line of the southeast 1/4 of the southeast 1/4, thence easterly to the south 1/16 corner common to section 36, T. 1 N., R. 15 E. and section 31, T. 1 N., R. 16 E., W.M.

T. 1 N., R. 16 E., W.M.

Section 31:

Thence easterly to the center south 1/16 corner, thence southerly to the south 1/4 corner section 31.

T. 1 S., R. 16 E., W.M.

Section 6:

Thence southeasterly to the northeast 1/16 corner, thence easterly to the north 1/16 corner common to sections 5 and 6.

Section 5:

Thence southeasterly to the center 1/4 corner, thence southerly to the south 1/16 corner, thence westerly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to sections 6 and 8.

Section 8:

Thence southerly to the west 1/16 corner common to sections 8 and 17.

Section 17:

Thence southerly to the west 1/16 corner common to sections 17 and 20.

Section 20:

Thence southwesterly to the north 1/16 corner common to sections 19 and 20, thence southerly to the south 1/16 corner common to sections 19 and 20.

Section 19:

Thence westerly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to sections 19 and 30.

Section 30:

Thence easterly to the section corner common to sections 19 and 30, thence southerly to the section corner common to sections 30 and 31.

Section 31:

Thence southerly to the west 1/4 corner of section 31, thence southeasterly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to section 31, T. 1 S., R. 16 E. and section 6, T. 2 S., R. 16 E., W.M.

T. 2 S., R. 16 E., W.M.

Section 6:
Thence southwesterly to the north 1/16 corner on the west side of section 6, thence southerly to the section corner common to sections 6 and 7, T. 2 S., R. 16 E. and sections 1 and 12, T. 2 S., R. 15 E., W.M.

Section 7:

Thence southerly to the section corner common to sections 7 and 18, T. 2 S., R. 16 E. and sections 12 and 13, T. 2 S., R. 15 E., W.M.

Section 18:

Thence southerly to the 1/4 corner common to section 18, T. 2 S., R. 16 E. and section 13, T. 2 S., R. 15 E., W.M.

T. 2 S., R. 15 E., W.M.

Section 13:

Thence westerly to the 1/4 corner common to sections 13 and 14, thence southerly to the section corner common to sections 13, 14, 23 and 24, thence southwesterly to the center south 1/16 corner, thence westerly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to sections 23 and 26.

Section 26:
Thence southerly to the center west 1/16 corner, thence westerly to the 1/4 corner common to sections 26 and 27, thence westerly to the 1/4 corner common to sections 27 and 28, thence southerly to the section corner common to sections 27, 28, 33 and 34.

Section 33:

Thence southwesterly to the section corner common to sections 32 and 33, T. 2 S., R. 15 E. and sections 4 and 5, T. 3 S., R. 15 E., W.M.

T. 3 S., R. 15 E., W.M.

Section 4:

Thence southerly to the northwest 1/16 corner common to sections 4 and 5.

Section 5:

Thence westerly to the center north 1/16 corner, thence southerly to the 1/4 corner common to sections 5 and 8, thence easterly to the section corner common to sections 4, 5, 8 and 9.

Section 9:

Thence southerly to the 1/4 corner common to sections 8 and 9.
Section 8:

Thence southwesterly to the 1/4 corner common to sections 8 and 17, thence westerly to the west 1/16 corner common to sections 8 and 17, thence northwesterly to the north 1/16 corner common to sections 7 and 8, thence northerly to the section corner common to section 5, 6, 7 and 8.

Section 7:

Thence westerly to the 1/4 corner common to sections 6 and 7, thence southerly to the center north 1/16 corner, thence westerly to the north 1/16 corner common to section 7, T. 3 S., R. 15 E. and section 12, T. 3 S., R. 14 E., W.M., thence southerly to the section corner common to sections 7 and 18, T. 3 S., R. 15 E. and sections 12 and 13, T. 3 S., R. 14 E., W.M.

Section 18:

Thence southerly to the north 1/16 corner common to section 18, T. 3 S., R. 15 E. and section 13, T. 3 S., R. 14 E., W.M.

T. 3 S., 14 E., W.M.

Section 13:

Thence westerly to the north 1/16 corner common to sections 13 and 14.

Section 14:

Thence westerly to the center north 1/16 corner, thence southerly to the 1/4 corner common to sections 14 and 23.

Section 23:

Thence westerly to the west 1/16 corner common to sections 14 and 23, thence southerly to the center west 1/16 corner, thence westerly to the 1/4 corner of sections 22 and 23, thence southerly to the section corner common to sections 22, 23, 26 and 27.

Section 26:

Thence southerly to the 1/4 corner common to sections 26 and 27, thence easterly to the center west 1/16 corner, thence southerly to the west 1/16 corner common to sections 26 and 35.

Section 35:

Thence southeasterly to the center north 1/16 corner, thence southerly to the center 1/4 corner, thence easterly to the intersection with the east side of the Burlington Northern right-of-way boundary, thence southwesterly along said right-of-way boundary to the intersection of the section line between sections 34 and 35.

Section 34:

Thence southwesterly on said right-of-way boundary to the intersection of the section line between section 34, T. 3 S., R. 14 E. and section 3, T. 4 S., R. 14 E., W.M.

T. 4 S., R. 14 E., W.M.

Section 3:

Thence southwesterly along said right-of-way boundary to the intersection with the north line of the southeast 1/4 of the southwest 1/4 of section 3, thence westerly to the south 1/16 corner common to sections 3 and 4, thence southerly to the section corner common to sections 3, 4, 9 and 10.

Section 10:

Thence southerly to the north 1/16 corner common to sections 9 and 10.

Section 9:

Thence easterly to the center north 1/16 corner, thence southerly to the center south 1/16 corner, thence westerly to the south 1/16 corner common to sections 8 and 9.

Section 8:

Thence westerly to the southeast 1/16 corner, thence southerly to the east 1/16 corner common to sections 8 and 17.

Section 17:

Thence westerly to the 1/4 corner common to sections 8 and 17, thence southerly to the center north 1/16 corner, thence easterly to the east boundary of the Burlington Northern railroad right-of-way, thence southerly along said right-of-way boundary to the east boundary of the northeast 1/4 of the southeast 1/4, thence southerly to the east 1/16 corner common to sections 17 and 20.

Section 20:

Thence southerly to the northeast 1/16 corner, thence westerly to the center north 1/16 corner, thence southerly to the 1/4 corner common to sections 20 and 29.

Section 29:

Thence westerly to the west 1/16 corner common to sections 20 and 29, thence southerly to the center west 1/16 corner, thence easterly to the center 1/4 corner, thence southerly to the 1/4 corner common to sections 29 and 32.

Section 32:

Thence southerly to the center north 1/16 corner, thence westerly to the mean high waterline on the west bank of the Deschutes River, thence southerly along said high waterline to the intersection of the section line common to section 32, T. 4 S., R. 14 E., and section 5, T. 5 S., R. 14 E., W.M.

T. 5 S., R. 14 E., W.M.

Section 5:

Thence southerly along said mean high waterline to intersection with the south boundary of lot 3, thence westerly to the top of the canyon rim, thence southwesterly to the intersection of the section line between sections 5 and 6.

Section 6:

Thence southwesterly to the center east 1/16 corner, thence southwesterly to the west 1/16 corner common to sections 6 and 7.

Section 7:

Thence southerly to the northwest 1/16 corner, thence westerly to the north 1/16 corner common to section 7, T. 5 S., R. 14 E. and section 12, T. 5 S., R. 13 E., W.M.

T. 5 S., R. 13 E., W.M.

Section 12:

Thence southwesterly to the center west 1/16 corner, thence southerly to southwest 1/16 corner, thence westerly to the south 1/16 corner common to sections 12 and 13, thence southerly to the section corner common to sections 11 and 12.

Section 13:

Thence easterly to the west 1/16 corner on the north boundary of section 13, thence southerly to the southwest 1/16 corner, thence southwesterly to the section corner common to sections 13, 14, 23 and 24.

Section 24:

Thence southerly to the section corner common to sections 23, 24, 25 and 26.

Section 25:

Thence southerly to the section corner common to sections 25, 26, 35 and 36.

Section 36:

Thence southerly to the south 1/16 corner common to sections 35 and 36, thence easterly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to section 36, T. 5 S., R. 13 E. and section 1, T. 6 S., R. 13 E., W.M.

T. 6 S., R. 13 E., W.M.

Section 1:

Thence southerly to northwest 1/16 corner, thence easterly to the center north 1/16 corner, thence southerly to the center south 1/16 corner, thence westerly to the south 1/16 corner common to section 1, T. 6 S., R. 13 E. and section 6, T. 6 S., R. 14 E., W.M., thence southerly to the section corner common to sections 1 and 12, T. 6 S., R. 13 E. and sections 6 and 7, T. 6 S., R. 14 E., W.M.

Section 12:

Thence westerly to the 1/4 corner common to sections 1 and 12, thence southerly to the 1/4 corner common to sections 12 and 13.
Section 13:

Thence southerly to the 1/4 corner common to sections 13 and 24.

Section 24:

Thence southeasterly to the east 1/4 corner of section 24, thence southerly to the south 1/16 corner of the west section line of section 19, T. 6 S., R. 14 E., W.M.

T. 6 S., R. 14 E., W.M.

Section 19:

Thence easterly to the south 1/16 corner common to sections 19 and 20.

Section 20:

Thence easterly to the south 1/16 corner common to sections 20 and 21, thence southerly to the section corner common to sections 20, 21, 28 and 29.

Section 28:

Thence easterly to the west 1/16 corner common to sections 21 and 28, thence southerly to the west 1/16 corner common to sections 28 and 33.

Section 33:

Thence southeasterly to the 1/4 corner common to section 33, T. 6 S., R. 14 E. and section 4, T. 7 S., R. 14 E., W.M.

T. 7 S., R. 14 E., W.M.

Section 4:

Thence southerly to the center south 1/16 corner, thence westerly to the southwest 1/16 corner, thence southerly to west 1/16 corner common to sections 4 and 9.

Section 9:

Thence southerly to the center west 1/16 corner, thence westerly to the 1/4 corner common to sections 8 and 9.

Section 8:

Thence westerly to the center 1/4 corner, thence southerly to the center south 1/16 corner, thence westerly to the southwest 1/16 corner, thence southerly to the west 1/16 corner common to sections 8 and 17.

Section 17:

Thence southerly to the west 1/16 corner common to sections 17 and 20.

Section 20:

Thence southerly to the northwest 1/16 corner, thence easterly to the center north 1/16 corner, thence southerly to 1/4 corner common to sections 20 and 29.

Section 29:

Thence southerly to the center 1/4 corner, thence westerly to the center west 1/16 corner, thence southerly to the west 1/16 corner common to sections 29 and 32.

Section 32:

Thence southerly to the west 1/16 corner on the south line of section 32.

T. 8 S., R. 14 E., W.M.

Section 5:

Thence easterly to the north 1/4 corner of section 5, thence southerly to the center north 1/16 corner, thence easterly to the northeast 1/16 corner, thence southerly to the center east 1/16 corner, thence easterly to the 1/4 corner common to sections 4 and 5.

Section 4:

Thence southerly to the section corner common to sections 4, 5, 8 and 9, thence easterly to the west 1/16 corner common to sections 4 and 9.

Section 9:

Thence southerly to the center west 1/16 corner, thence easterly to the center 1/4 corner, thence southerly to the center south 1/16 corner, thence easterly to the southeast 1/16 corner, thence southerly to the east 1/16 corner common to sections 9 and 16.

Section 16:

Thence southerly to the northeast 1/16 corner, thence easterly to the north 1/16 corner common to sections 15 and 16, thence southerly to the 1/4 corner common to sections 15 and 16, thence westerly to the center east 1/16 corner, thence southerly to the southeast 1/16 corner, thence westerly to the center south 1/16 corner, thence southerly to the 1/4 corner common to sections 16 and 21.
Section 21:

Thence southerly to the center 1/4 corner, thence westerly to the 1/4 corner common to sections 20 and 21.

Section 20:

Thence westerly to the center east 1/16 corner, thence southerly to the southeast 1/16 corner, thence westerly to the center south 1/16 corner, thence southerly to the 1/4 corner common to sections 20 and 29.

Section 29:

Thence southerly to the 1/4 corner common to sections 29 and 32.

Section 32:

Thence southerly to the center 1/4 corner, thence westerly to the center west 1/16 corner, thence southerly to the southwest 1/16 corner, thence westerly to the south 1/16 corner common to sections 31 and 32, thence southerly to the section corner common to sections 31 and 32, T. 8 S., R. 14 E. and sections 5 and 6, T. 9 S., R. 14 E., W.M.

T. 9 S., R. 14 E., W.M.

Section 6:

Thence southerly to the 1/4 corner common to sections 5 and 6, thence westerly to the center east 1/16 corner, thence southerly to the east 1/16 common to sections 6 and 7, thence westerly to the section corner common to sections 6 and 7, T. 9 S., R. 14 E. and sections 1 and 12, T. 9 S., R. 13 E., W.M.

T. 9 S., R. 13 E., W.M.

Section 12:

Thence westerly to the east 1/16 corner common to sections 1 and 12, thence southerly to the northeast 1/16 corner, thence westerly to the center north 1/16 corner, thence southerly to the center south 1/16 corner, thence westerly to the south 1/16 corner common to sections 11 and 12.

Section 11:

Thence southerly to the section corner common to sections 11, 12, 13 and 14, thence westerly to the section corner common to sections 10, 11, 14 and 15.

Section 15:

Thence westerly to the section corner common to sections 9, 10, 15 and 16.
Section 16:

Thence southerly to the north 1/16 corner common to sections 15 and 16, thence westerly to the center north 1/16 corner, thence southerly to the center 1/4 corner, thence westerly to the 1/4 corner common to sections 16 and 17.

Section 17:

Thence westerly to the center east 1/16 corner, thence southerly to the east 1/16 corner common to sections 17 and 20, thence westerly to the west 1/16 corner common to sections 17 and 20.

Section 20:

Thence southerly to the west 1/16 corner common to sections 20 and 29, thence westerly to the section corner common to sections 19, 20, 29 and 30.

Section 30:

Thence southerly to the mean high waterline on the north bank of the Deschutes River, thence westerly and southerly along said mean high waterline to a point on the north boundary of the northeast 1/4, southwest 1/4 of section 30, thence westerly to the center west 1/16 corner, thence southerly to the west 1/16 corner common to sections 30 and 31.

Section 31:

Thence southerly to the center west 1/16 corner, thence southerly to the point of intersection with the south right-of-way boundary of the existing road, thence southwesterly along said right-of-way boundary to the intersection with the section line between section 31, T. 9 S., R. 13 E. and section 36, T. 9 S., R. 12 E., W.M.

T. 9 S., R. 12 E., W.M.

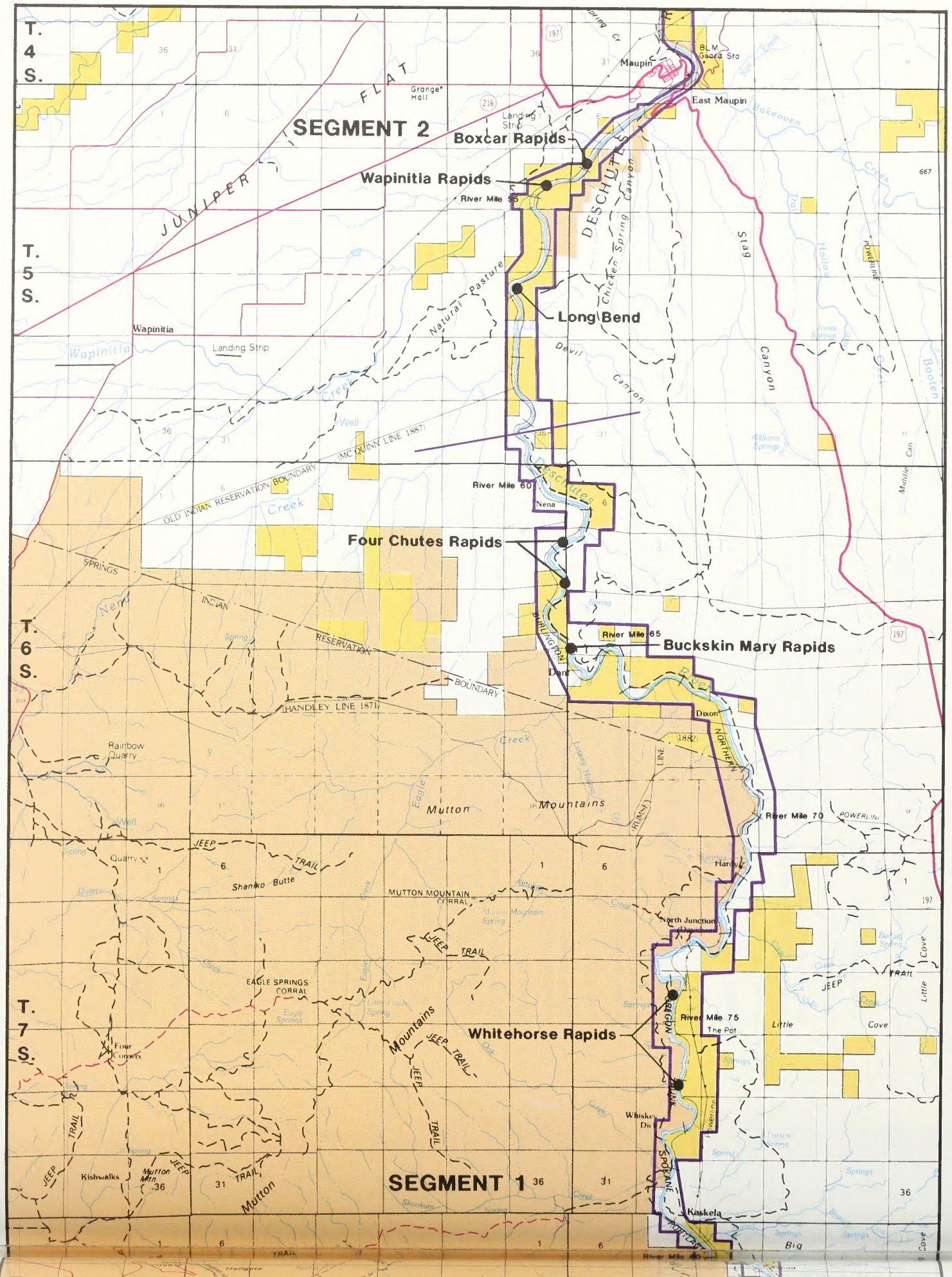
Section 36:

Thence continuing southwesterly along south right-of-way boundary of said road to the intersection with the section line between section 36, T. 9 S., R. 12 E. and section 1, T. 10 S., R. 12 E., W.M.

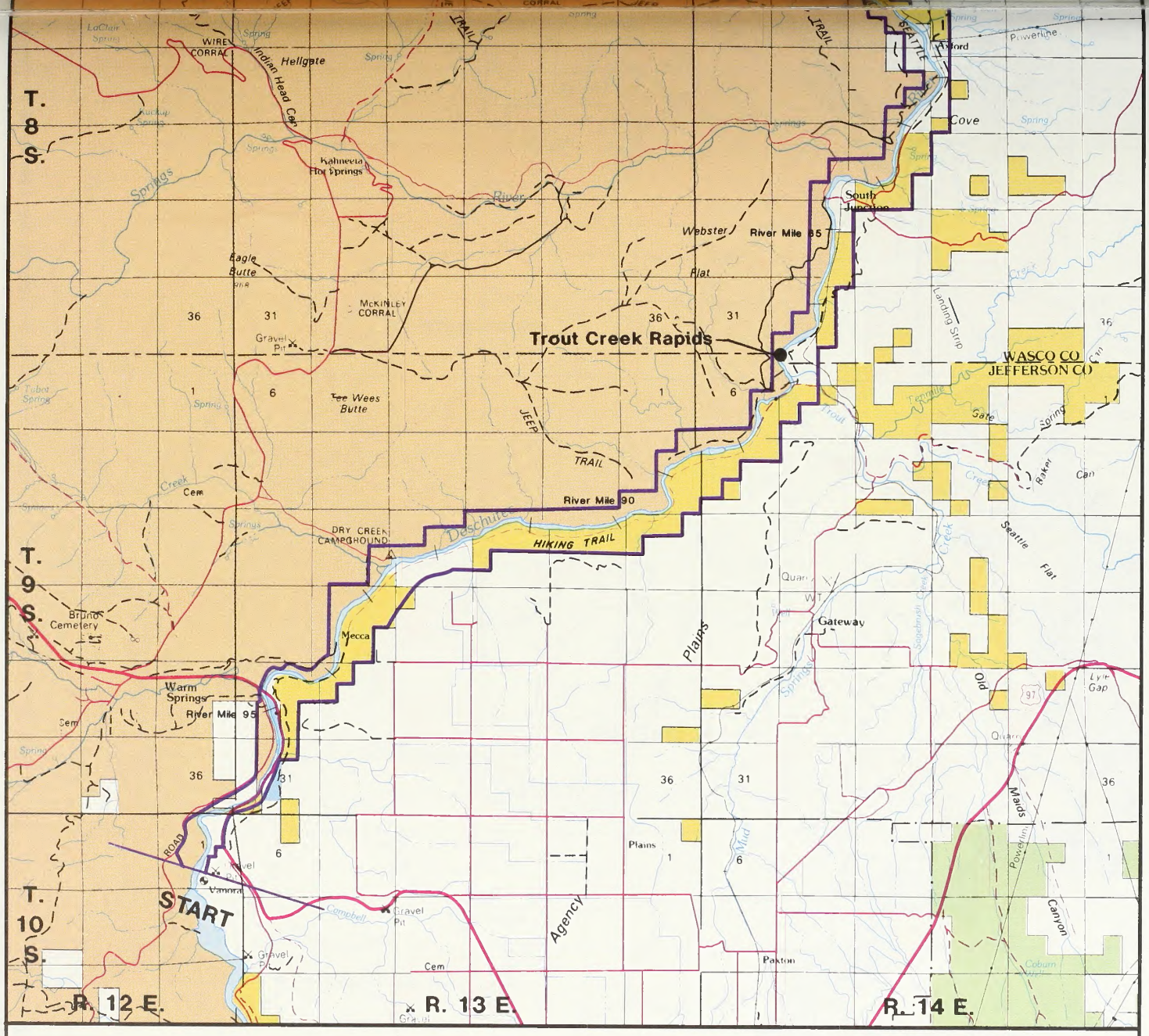
T. 10 S., R. 12 E., W.M.

Section 1:

Thence easterly to the mean high waterline on the west bank of the Deschutes River, thence southerly along said mean high waterline to the Point of Beginning.



T. 4 S.
T. 5 S.
T. 6 S.
T. 7 S.
SEGMENT 2
SEGMENT 1
Boxcar Rapids
Wapinitia Rapids
Long Bend
Four Chutes Rapids
Buckskin Mary Rapids
Whitehorse Rapids
Maupin
East Maupin
Wapinitia
Nena
Dant
Dixon
Hardy
North Junction
Kaskela
Kishwalks
Four Corners
Rainbow Quarry
Mutton Mountains
Shaniko Butte
MUTTON MOUNTAIN CORRAL
EAGLE SPRINGS CORRAL
JUNIPER FLAT
DESCHUTES
Stag Canyon
Chicken Spring Canyon
Devil Canyon
Natural Pasture
Wapinitia Creek
Nena Creek
Eagle Creek
Mutton Mountains
Little Cove
Big Cove
Bakeoven Creek
Trail Hollow
Booten Creek
Middle Can
Williams Springs
Jones Springs
Lousey Hollow
Spring Creek
Skookum Spring
Little Fawn Spring
Eagle Springs
Mutton Mtn
Mutton Mountain Spring
Antelope Creek
Quarry
Well
Landing Strip
Grange Hall
BLM Guard Sta
River Mile 55
River Mile 60
River Mile 65
River Mile 70
River Mile 75
River Mile 80
The Pot
Whiskey Dick
OLD INDIAN RESERVATION BOUNDARY (MC QUINN LINE 1887)
SPRINGS INDIAN RESERVATION BOUNDARY (HANDLEY LINE 1871)
BURLINGTON NORTHERN
(RUMSEY LINE 1882)
SPOKANE PORTLAND
OREGON
JEEP TRAIL
POWERLINE



LEGEND

- Public Lands (Admin. by BLM)
- State Lands
- National Grassland
- Tribal Lands
- Private Lands
- National Wild and Scenic River Boundary

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

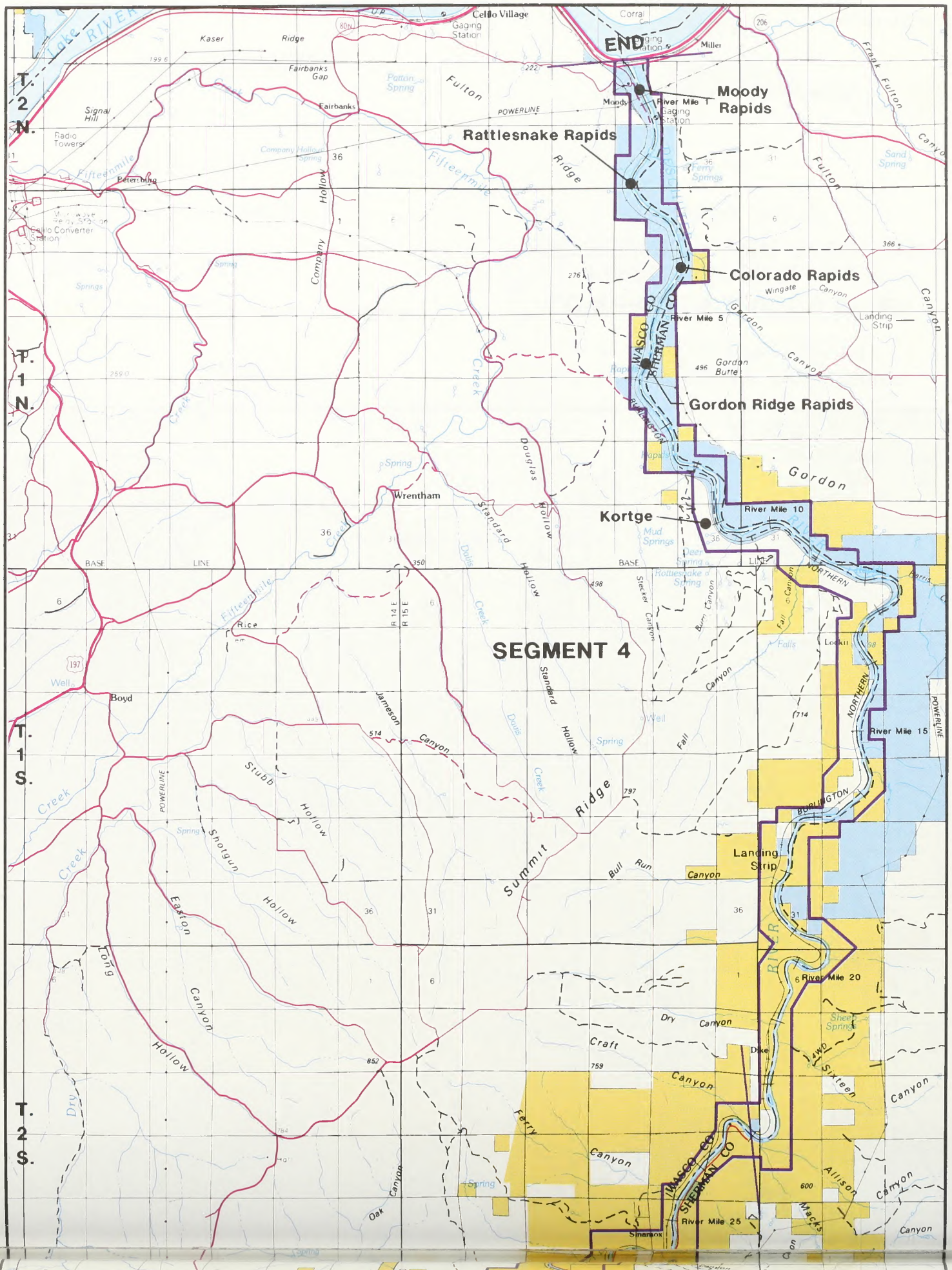
LOWER DESCHUTES RIVER
FINAL NATIONAL WILD AND SCENIC RIVER BOUNDARY
Prineville District

1992

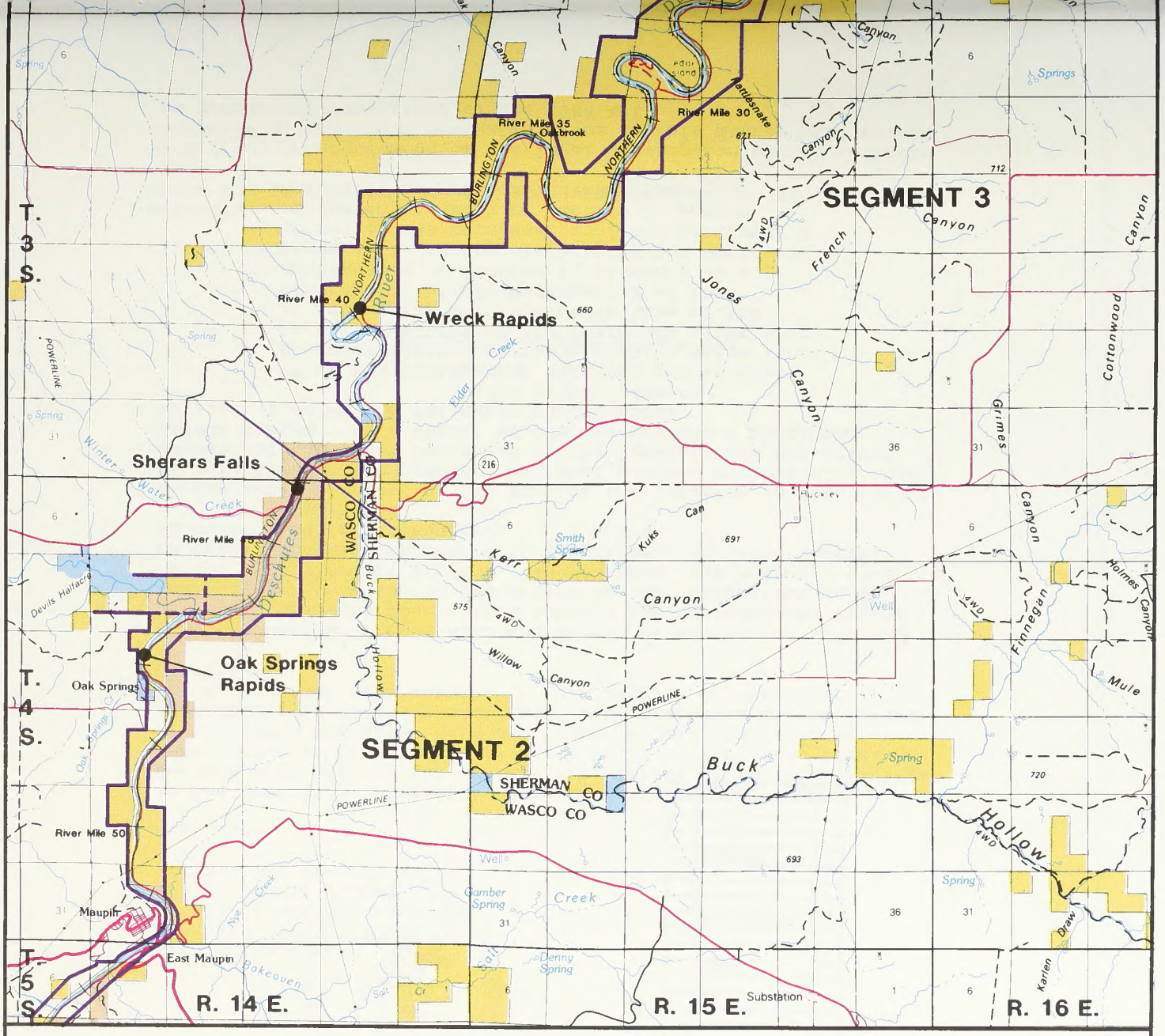
1 0 1 2 3 Miles

Scale 1:126,720

MAP 5 SOUTH HALF



END
Moody Rapids
Rattlesnake Rapids
Colorado Rapids
Gordon Ridge Rapids
Kortge
SEGMENT 4
Celilo Village
Gaging Station
Miller
Moody
River Mile 1
River Mile 5
River Mile 10
River Mile 15
River Mile 20
River Mile 25
Wrentham
Boyd
Petersburg
Fairbanks
Fairbanks Gap
Kaser Ridge
Fulton Ridge
Company Hollow
Fifteenmile Creek
Douglas Hollow
Standard Hollow
Jameson Canyon
Stubb Hollow
Shotgun Hollow
Easton Canyon
Long Hollow
Summit Ridge
Bull Run Canyon
Craft Canyon
Ferry Canyon
Dry Canyon
Oak Canyon
Sixteen Canyon
Allison Canyon
Macks Canyon
Gordon Canyon
Wingate Canyon
Landing Strip
Sand Spring
Frank Fulton Canyon
Lockit
Dike
Sinamox
WASCO CO
SHERMAN CO
BURLINGTON
NORTHERN
POWERLINE
BASE LINE
T. 2 N.
T. 1 N.
T. 1 S.
T. 2 S.
R 14 E
R 15 E



LEGEND

- Public Lands (Admin. by BLM)
- State Lands
- Tribal Lands
- Private Lands
- National Wild and Scenic River Boundary

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

LOWER DESCHUTES RIVER
FINAL NATIONAL WILD AND SCENIC RIVER BOUNDARY
Prineville District

1992

1 0 1 2 3 Miles

Scale 1:126,720

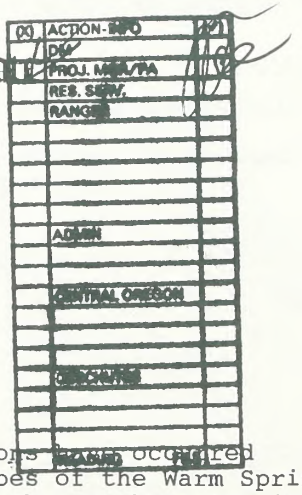
MAP 6 NORTH HALF

MARK O. HATFIELD
OREGON

ONE WORLD TRADE CENTER
121 S.W. SALMON ST., SUITE 1420
PORTLAND, OR 97204

475 COTTAGE NE.
SALEM, OR 97301

United States Senate
WASHINGTON, DC



September 21, 1992

Mr. Jim Hancock
Manager, Prineville District
Bureau of Land Management
185 E. Fourth Street
Prineville, Oregon 97754

Dear Jim:

It has come to my attention that discussions have occurred between your office, the Confederated Tribes of the Warm Springs Reservation of Oregon, and my staff about the southern terminus of the Lower Deschutes Wild and Scenic River. The purpose of this letter is to offer additional interpretation of the intent of the Congress with respect to this segment of the Lower Deschutes.

When the Omnibus Oregon Wild and Scenic Rivers Act of 1988 was passed, there were discussions between the Confederated Tribes and Congress relating to the effect of the designation on the Pelton Hydroelectric Project. As you know, the Pelton Project is of vital economic importance to the Tribes, Portland General Electric, and area consumers.

It was not the intent of the Act, or the Congress in enacting it, to interfere in the operation of that project by including this segment of the Lower Deschutes in the federal wild and scenic rivers system. As a result of the discussions I mentioned earlier, I offer the following description:

> "From the preliminary Wild and Scenic River Boundary located at the mean high water line on the west bank of the Deschutes river where it intersects with the north line of the southeast ¼ of the northeast ¼ of the southwest ¼ of Section 1, Township 10 S, Range 12 E, thence easterly to the southeast corner of the northeast ¼ of the northwest ¼ of the southeast ¼ of Section 1, thence northerly as presently delineated."

I believe an adjustment of the legal description of the southern boundary of the Lower Deschutes River in this manner will result in proper implementation of the 1988 Act.

Thank you in advance for your full and fair consideration of this matter.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:ms

cc: Mr. Jim Manion
Mr. Louie Pitt
Mr. Jim Noteboom

Appendix C

State ownership to the beds of navigable waterbodies was granted to Oregon in 1859 as an incidence of statehood and is an inherent attribute to State sovereignty protected by the U.S. Constitution. The beds of non-navigable waterbodies remained in the ownership of the United States or its grantees. The navigability of the Deschutes River from Pelton Reregulating Dam (Rivermile 100) to the mouth (Rivermile 0) has not been established. Currently, both the State and Federal government [, and in some instances private property owners,] claim ownership of the river's bed and bank. This river plan does not propose to address the issue of navigability. Rather, this river plan is intended to provide a management philosophy for the above segment of the river.

Under State law, the Division of State Lands (DSL) is responsible for the management of the beds and banks of navigable waterbodies (ORS 274.005-274.590). DSL is the administrative arm of the State Land Board (the Board), composed of the Governor, Secretary of State, and State Treasurer. Under constitutional and statutory guidelines, the Board is responsible for managing the assets of the Common School Fund. These assets include the beds and banks of Oregon's navigable waterways and are to be managed for the greatest benefit of the people of this State, consistent with the conservation of this resource under sound techniques of land management. Protection of public trust values of navigation, fisheries and public recreation are of paramount importance too.

The original Federal test for determining navigability was established in *The Daniel Ball* case over 100 years ago. This U.S. Supreme Court admiralty case clarified that rivers "are navigable in fact when they are used, or susceptible of being used, in their ordinary condition, as highways of commerce..." Interpreting this requirement, subsequent court decisions have adopted this test for title purposes and have ruled that a waterbody is navigable if it was capable of use, at the time of statehood, as a public highway for transporting goods or for travel in the customary modes of trade and travel on water.

DSL has determined that there is sufficient evidence to support a claim of navigability and State ownership for the beds and banks of the Deschutes River at least from Pelton Reregulating dam (RM 100) to the mouth (RM 0). The position of the Bureau of Land Management is that the navigability of the river has not been established.

For purposes of managing the above portion of this river (where navigability has not been established), any non-Federal activities or land uses such as new utility or transportation corridors and boat ramps or similar facilities that impose into or cross a waterway below ordinary high water will require an easement from the State Land Board. Existing non-Federal facilities will require an easement at such time as they undergo major structural alteration, replacement or relocation. In addition, removal of sand and gravel requires a royalty lease and any non-Federal use that occupies any of submerged or submersible land requires a waterway lease.

Further, the DSL also administers the State's Removal-Fill Law which protects Oregon's waterways from uncontrolled alteration. The law requires a permit for fill or removal of more than 50 cubic yards of material within the State's waterways. The permit-review process involves coordination with the natural resource and land use agencies from the local through the Federal levels. Within Oregon Scenic Waterways, special authorization is needed from the Board and DSL for "any alteration of the beds and banks" of the Deschutes River within the plan area. (ORS 390.835)

Nothing set forth herein shall limit the ability of the Bureau of Land Management to administer this segment of river.

As with any jointly managed resource, jurisdiction is not as important as care for the resource. The DSL and the Bureau of Land Management will continue to work together to assure that the public trust interest and the purpose of the Wild and Scenic Rivers Act are met.

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